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TWENTY-NINTH ANNUAL REPORT

OF THE

RAILROAD AND WAREHOUSE COMMISSION

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— DOCUMENTS

RAILROADS, FOR THE YEAR ENDING JUNE 30, 1899.  
GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1899.  
OFFICE EXPENSES, DECEMBER 1, 1899.

*OFFICE OF*  
**The Secretary of State,**  
**INDEX DEPARTMENT.**

COMMISSIONERS:

CICERO J. LINDLY, Greenville, *Chairman.*

JOSEPH E. BIDWILL, Chicago.

CHAS. S. RANNELS, Jacksonville.

WM. KILPATRICK, Chicago, *Secretary.*

JOS. J. JOY, Springfield, *Asst. Sec'y*

FRANK G. EWALD, Chicago, *Consulting Engineer.*



## REPORT OF THE COMMISSION.

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OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,

SPRINGFIELD, ILL., Dec. 1, 1899.

*To his Excellency, JOHN R. TANNER, Governor of Illinois.*

SIR:—In accordance with the mandates of the statutes of Illinois creating the Board of Railroad and Warehouse Commissioners, we take pleasure in submitting to your Excellency the Twenty-ninth Annual Report of the Railroad and Warehouse Commission of Illinois, and the third report of the present Commission.

The delay in issuing this report has been caused by an effort on the part of the Board to secure a strict compliance with the form of reports sent out to the railroads by this Board, so that we might present to you the most complete and accurate statistics that have ever been secured for the report of this Board in the State. The effort to accomplish this has led to an immense amount of correspondence, and we believe that the benefits derived from our efforts in this direction will be permanent, and that through these efforts we have reached an understanding with the various railroads of the State as to what the law requires them to report, so that in the future no delay will be necessary.

The statistical tables contained in this report are made to cover the fiscal year beginning June 30, 1898 and ending June 30, 1899. The past year has been a very prosperous year to the railroads of Illinois, as will be seen by comparing the statistical tables of this report with those of last year. For your convenience and that of the public we will briefly summarize these comparisons.

### MILEAGE.

The total mileage in the State of Illinois, including all tracks is 16,417.87, which is an increase over 1898 of 228.11. This mileage represents the steam railroads of the State, and the increase represents the increased mileage of steam roads.

We have compiled the statistics of the elevated and inter-urban lines in separate tables for the convenience of the public, and that greater accuracy might be secured.

The total mileage of elevated and inter-urban lines reporting to this Commission is 97.06 miles. It is impossible to make a compari-

son with last year's table as to the increase of mileage of these roads because a special effort has been made this year to have the reports of all of the roads of this character compiled separately.

Notwithstanding the fact that the total mileage of railroads in Illinois is larger than that of any other State in the Union, several new roads have been projected and some completed.

We desire at this time to again call your attention to the recommendations of this Board in last year's report in regard to the necessity of the passage of a proper law giving the commission power to determine as to the advisability of constructing new lines as set forth in our report to your Excellency in 1898.

#### RAILWAY CAPITAL.

The total capital of the steam railroads of Illinois at the close of the fiscal year June 30 1899 was \$3,038,929,990.00, which shows an increase for the year 1899 over that of 1898 of \$319,318,244.00.

The total railway capital of the elevated and inter-urban lines, for the year ending June 30, 1899, reporting to this Commission is \$75,926,852.00.

The total increase in capital stock, funded indebtedness and current liabilities, which is included in the term "Railway Capital" for the year 1898 over that of 1897 was \$67,327,573.00. This increase includes that on steam, elevated and inter-urban lines reporting. The increase of railway capital of steam, elevated and inter-urban railroads for the year 1899 over the year 1898 is \$378,364,927.00.

The total railway capital per mile of line of the steam roads for the year 1899 is \$67,617.00.

The total railway capital per mile of line of the elevated roads for the year 1899 is \$2,316,350.00.

The total railway capital per mile of line of the inter-urban roads reporting for the year 1899 is \$66,666.00.

The large amount of railway capital per mile of line of the steam roads can be partially accounted for by the expensive terminals it has been necessary for the roads to secure in the various large railroad centers, three of which are in Illinois, viz: Chicago, East St. Louis and Peoria, and also by the high capitalization of terminal railroads or belt lines in the State, but principally by the manipulations and watering of stocks.

#### INCOME ACCOUNT—WHOLE LINE.

The gross earnings from operation of all roads entering the State of Illinois for the fiscal year 1899 is \$408,580,535.00, which is an increase of gross earnings over the fiscal year of 1898 of \$67,248,805.00. This is of the steam lines entering the State. Adding to this the increase of elevated and inter-urban lines, which is \$583,877.00, and we have a total increase in the gross earnings for the fiscal year 1899 of the steam, elevated and inter-urban lines over the fiscal year 1898 of \$67,832,632.00.

This shows an increase for 1899 over the fiscal year 1897 of \$110,259,187.00.

This is the best evidence obtainable of the wonderful and unparalleled activity in railroad business during the past two years, and is one of the best indices to the unparalleled prosperity of the country, because the railroads are the arteries of commerce.

The operating expenses of the steam roads for the fiscal year of 1899 was \$44,393,463.00 more than for the year 1898.

The total income from operation of the steam roads entering this State was \$22,772,923.00 more than was the income of the same roads in 1898. There was a small increase in the total income from other sources, and of the expenses assignable to fixed charges.

The net income of the same roads for the year 1899 was \$16,743,-168.00 more than for the fiscal year 1898, which more than doubles the increase in net earnings of those roads for the year 1898 over that of 1897. This showing must be very gratifying to all interested in railroad business in this State, because the vast amount of money expended in the betterment of the road bed, structures and equipment has far exceeded that of any other year since the Commission was organized.

#### DIVIDENDS PAID.

The dividends paid by the steam roads entering this State for the year 1899 amounts to \$32,977,576.00, and is an increase over the dividends paid for the fiscal year of 1898 of \$6,077,746.00, which clearly indicates a better return for railroad investments than has been received for a decade of years.

The only dividends paid by elevated or inter-urban lines in the State was paid by the South Side Elevated, which was a dividend of one per cent on common stock, or a total of \$103,238.00.

#### INCOME IN ILLINOIS, (PASSENGER).

In the report of last year the passenger department showed an increase over 1897 of \$1,214,870.00. It is with pleasure that we report that there is an increase in this department this year over the year 1898 of \$1,908,889.00; and that the total income for the fiscal year 1899 from the passenger department, including mails, express, etc., is \$23,062,797.00.

The deduction made from the statistical tables compiled from the reports made to us by the various roads is indeed unfair, as regards the earnings in the State of Illinois. The Board made strenuous efforts to induce such lines as the C. B. & Q., the Wabash and some of the other large systems entering this State to report to the Board the actual earnings in the State of Illinois, or earnings on train mileage basis where actual earnings could not be given, but they contended that it was impossible to do so, for the reason that their train mileage was not kept by states, and that the only way in which they

could impart this information to the Board was by apportioning it on a track mileage basis, which is eminently unfair and grossly incorrect, because the densely populated State of Illinois through which these roads operate is thereby placed upon the same footing as the thinly settled states and territories through which their lines extend. An accurate report along the line indicated would largely increase the figures shown above and would give us an accurate accounting of the passenger traffic in the State of Illinois.

The total earnings and income of the elevated and inter-urban lines reporting was \$3,510,143.00. No comparison can be made with earnings from these lines in previous years, because this is the first year we have separated the statistical tables of the steam roads from the elevated and inter-urban lines reporting.

### FREIGHT.

It is a great satisfaction to this Board to have the pleasure of reporting to your Excellency that the freight departments of the various roads doing business in the State of Illinois show an increase of earnings over last year. The freight and miscellaneous revenue show an increase in 1898 over 1897 of \$7,724,365.00. The increase in the freight and miscellaneous departments in 1899 over 1898 is \$2,465,765.00, giving us a total increase in two years of \$10,190,130.00. This is subject to the same criticism as the net earnings of the passenger department, for the reason that it is based in many cases upon a track mileage basis of the entire system of the roads reporting and doing business in this State instead of train, mileage basis, and it is only just to say that if an exact statement could be had of the freight business done in this State, it would largely increase these figures, which in all justice to this report should be done. As stated this report has been delayed by an effort on the part of the Board to enforce the State law requiring the roads to make a proper accounting, which we have failed thus far to accomplish.

### TOTAL.

The total earnings and income in Illinois for the fiscal year ending June 30, 1899, was \$95,365,462.00, which was an increase over the total earnings and income of the year 1898 of \$5,932,964.00. These figures speak more positively than we could in words of the gratifying results to those interested in railroad business for the year 1899.

### EXPENDITURES IN ILLINOIS.

Our report for 1898 showed that a very large amount of money had been expended during that year for the purpose of building permanent structures, for safety devices, in ballasting the roads and supplying them with heavier rails, and adding whatever was necessary to the equipment and betterment of the road bed, to enable the roads to handle the large increase of business. But notwithstanding the large amount of money expended for that purpose in 1898, the comparative tables for this year show that there was \$1,373,523.00

more expended for the purposes specified and for the general operation of the roads than there was for the fiscal year 1898. The total amount of expenditures in Illinois, in the aggregate, was the immense sum of \$81,832,631.00. To this amount can be added the expenditures of the elevated and inter-urban roads in the State for the same purposes, which was \$2,674,855.00, and we have as the sum total of expenditures in Illinois for operation, maintenance of way, equipment, etc., \$84,507,486.00. It appears from the statistics in this table that the operating expenses is 63.68 per cent of the operating income.

#### PASSENGER TRAFFIC IN ILLINOIS.

The figures shown in the comparative tables of this report in reference to passenger and freight traffic in Illinois, for the same reasons as those stated in relation to earnings and income in Illinois of the passenger and freight departments, are very unsatisfactory and incomplete. We have delayed this report to try and perfect these tables with some degree of success and accuracy, so far as the report has been made. Some of the large lines make no report as to the number of passengers carried in Illinois, but with such data as we have been able to secure we find that the number of passengers carried by the roads reporting this information was 37,329,824; that the average distance carried was 23.93 miles; that the passenger earnings per mile was \$1,963.00, and that the average amount received from each passenger carried was \$0.48399. This is for the steam roads entering the State.

The number of passengers carried by the elevated and inter-urban lines was 60,961,400; the average distance carried was 0.50 miles; the average amount received from each passenger was \$0.04978, and the earnings of these roads per mile was \$70.574. This statement is absolutely correct so far as the elevated and inter-urban lines of the State are concerned, and is certainly complete.

#### FREIGHT TRAFFIC IN ILLINOIS.

The same statement in regard to the inaccuracy of the freight traffic in the State can be made as has been made in regard to the passenger.

Our report shows that the number of tons carried by the steam roads reporting to us was 73,335,755; that the average distance haul of one ton was 103.68 miles; that the average amount received for each ton of freight was \$0.80007, and that the freight earnings per mile of road was \$5.012.00. This is very satisfactory as compared with 1898, in so far as a just comparison can be made.

#### RAILROAD EMPLOYEES IN ILLINOIS.

The number of employees of all kinds as reported for the fiscal year 1899 in Illinois was 78,249, showing an increase over 1898 of 1206 employees. This is for the steam roads of the State.

The employees of the elevated and inter-urban lines for 1899 aggregate 1,399.

These showings are very satisfactory when we take into consideration the large increase in the number of employees for the year 1898 over that of 1897 which was 9,513, which, when added to the increase of elevated and inter-urban roads makes a splendid showing in favor of the railroad employees of the State for the year 1899.

The aggregate amount paid to the employees of the steam roads in the State of Illinois for the fiscal year 1899 was \$45,449,354.63; and the aggregate amount of increase in salaries paid to the employees of steam roads in the State of Illinois for the year 1899 over the year 1898 was \$863,469.19.

The aggregate amount of salaries paid to the employees of the elevated and inter-urban lines in this State was \$886,301.63. The total amount of salaries paid to the employees of the steam, elevated and inter-urban roads of the State was \$46,335,656.26.

On all of the lines reporting to the Commission the entire number of persons employed within and without the State of Illinois for the year 1899 was 288,979; and their annual salaries amounted to the sum of \$164,972,143.15.

These figures show that at the close of the fiscal year ending June 30, 1899, there was employed on all of the roads doing business in Illinois, within and without the State, 54,441 more persons than were employed at the close of the fiscal year ending June 30, 1898; and that the salaries of employees of the roads reporting to this Commission had increased \$27,768,712.47 over the amount of salaries paid to the employees of the same lines for the year ending June 30, 1898. This is for the steam roads.

#### EQUIPMENT.

In comparative Table X will be found a detailed description of the equipment of the entire lines reporting to us and doing business in Illinois, and it may be of interest to compare some of those figures with the equipment table in last year's report. The total number of locomotives is 10,660. This shows an increase in the number of locomotives over that of 1898 of 1,324. The total number of cars in freight and passenger service reported for the fiscal year 1899 is 378,587, which shows a total increase in 1899 over 1898 of 57,543. The increase in the total number of cars and locomotives fitted with automatic couplers is 86,876. This speaks well for the efforts put forth by the roads to comply with the requirements of the Interstate Commerce Commission in fitting all cars with automatic couplers for the convenience and safety of the trainmen.

We take pleasure in reporting to your Excellency that it is worthy of note that there is not only an increase in the number of cars and locomotives, but there has also been an increase in the capacity of the cars, and a great improvement in the durability and safety of

not only this increased equipment, but of almost all of the equipment of the roads, whereby the railroads are enabled to carry more tonnage per car of freight, provide greater comforts for passengers, and haul heavier trains at a higher rate of speed than heretofore.

The number of motors operated on the elevated and inter-urban lines reporting to this commission is: Passenger 136; switching 1; total 137. The total number of cars in use in passenger service on these lines is 436; in the company service 12; total 448.

Our report in reference to the elevated and inter-urban lines is only given from the reports made to us by the elevated roads in Chicago and from one electric line running from Belleville to East St. Louis.

### RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

It is shown by table XI in our report that there was laid in the State of Illinois during the fiscal year 1899, 81,820.52 tons of steel; that the number of ties relaid during that period was 4,082,796. We beg to inform you in this connection that from an inspection of the roads made during the past year, that they have never been in as good condition regarding rails and ties as they are at the present time.

The number of stations in Illinois is 2,478; and out of the total mileage in Illinois there is only 1,962.53 miles unfenced. This is partially accounted for by the large terminals of the roads in the various large centers in the State.

It is also shown by this table that out of the total mileage in Illinois only 2,486.71 miles remain unballasted; that there are in the State of Illinois 4,047 railroad bridges whose aggregate length is 331,512.3 feet. And it is fair to say in this connection that the roads are replacing their wooden bridges as rapidly as possible with permanent structures of steel and masonry, which is in keeping with advanced railroad improvements.

The total number of trestles in the State is 7,196, with an aggregate length of 594,643.3 feet. This is much less than it was last year, being a decrease of 106,881.4 feet, and as fast as these trestles need renewal, whenever it is possible, a great many of the roads are filling them up or replacing them with modern structures.

### CROSSINGS.

The total number of highway crossings in the State is 13,490; of this number only 339 are overhead highway crossings. This will account in a large measure for a great many of the accidents in the State. The total number of street railway crossings is 297. Some of the most serious and fatal accidents that have occurred during this year have occurred at these crossings, where street cars are run at grade over railroads without any safety appliances for their protection. That the powers of this Board should be extended by the Legislature to enable them to protect these crossings can not be denied.

The total number of railroad crossings in the State is 1,108. Out of this number we are sorry to report that there are only 83 overhead crossings, but we are pleased to report that these crossings are being rapidly protected by interlocking safety appliances, examined and approved by this Board.

#### ACCIDENTS IN ILLINOIS.

The total number of passengers killed during the year ending June 30, 1899, on the steam railroads in Illinois was 21; injured 172. This is an increase over the number killed for the year ending June 30, 1898, of 10 killed and 31 injured. The total number of employees killed on steam roads during this fiscal year was 199; injured 1,777. This is an increase over the number killed during the last fiscal year of 35 killed and 138 injured. The total number of trespassers killed on the steam roads in the State for the fiscal year 1899 was 472 and injured 482. This is an increase over last year of 1 killed and 39 injured. This increase in the number of passengers and employees killed during the year can not be accounted for in any other way than by train accidents, but the effort has been made to secure every safe-guard that it has been possible for the safe operation of the railroad systems of this State.

The number of people killed at highway crossings this year was 92, and the total number injured was 107. This is a decrease from the number killed last year of 7, and a decrease of the number injured of 7, which is a result of railroads placing at highway crossings electric bells and gates as a warning to the traveling public of the approach of trains.

The accidents on the elevated and inter-urban roads in the State was total number killed 8, and injured 44. And when it is taken into consideration that these lines carried 60,961,400 passengers during the fiscal year 1899, the small number of killed and injured will show how beneficial are the safety appliances used by these roads and how careful the management has been.

#### TAXES PAID IN ILLINOIS.

The total amount of taxes paid by the steam railroads in the State of Illinois for the fiscal year 1899, was \$4,663,770.04, which shows an increase in the taxes paid over 1898 of \$88,390.51.

The taxes paid by the elevated and inter-urban roads reporting to this Commission for the fiscal year 1899 was \$96,902.37.

#### COMPLAINTS.

Several questions of importance have been brought before the Board for determination during the past year in the form of complaints. One of the principal causes of complaints was a failure on the part of the roads to properly comply with Rule 23 in the schedule of reasonable maximum rates of charges, which is as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses, to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses, situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular waybill is made, and which do not move between two regularly established stations on the same road."

Three or four important complaints have been heard by the Commission and decisions rendered which we think covers entirely all questions that can possibly be raised in regard to a strict construction of this rule, and we respectfully call your attention to the decisions printed in full in another part of this report.

This year more than ever, many complaints have been filed in regard to the supply of cars for shipment, claiming discrimination in favor of other shippers at the same locality. This is a question of great importance to the railroads and shippers of this country and one of the hardest problems for solution—the railroads claiming that many of the shippers held these cars an unwarranted length of time before unloading them, or in other words, using them for warehouse purposes for grain or other commodities shipped in them, causing congestion at the railroad centers of freight cars. This has, however, to some extent been relieved by the adoption of car service rules by the various companies, the enforcement of which has proved very satisfactory to the railroads; and when such rules have been clearly understood by the shipper, they have acquiesced in them. The adoption of the car service rules has resulted in relieving congestions of the cars at East St. Louis, Peoria, Chicago and other points.

It is unquestioned that the law requires a common carrier to furnish cars to transport commodities when properly tendered to them by the shipper, within a reasonable time, but at certain times of the year when there is a rush of business, it is impossible for them to furnish the cars at once for the shipment of the special commodity shipped at that time. It can not be denied that the strenuous efforts put forth by the railroads in the unparalleled competition for through freight to the seaboard has been the cause of the scarcity of cars for local use.

This question was submitted by this Board to the National Convention of Railroad Commissioners with the hope that that body, by the united effort of the representatives of all the states, would devise some remedy for this evil or present some solution of the problem in question.

The Board promulgated a new schedule of reasonable maximum rates of charges on which your Board has been working for almost two years. When complaint was filed by the shipper or railroad company, we made it a rule to notify both the shipper and the carrier, fixing a date at the most convenient place, where they could be

heard, and at the time and place fixed the reasons and objections were covered, and we uniformly arrived at what we thought a just classification of the article in question. After we had completed this schedule in this way, we submitted it for correction to the traffic managers of all the railroads of the State, and to many of the shippers interested, and after going over it carefully, we issued the new schedule of rates that are now in force in the State, which, we believe, are the most perfect that ever have been made, and are giving the greatest satisfaction. It is impossible, as you know, for a classification of 11,500 articles which are contained in a classification of reasonable maximum rates for this Board to satisfy every one or even make them without doing some injustice to some one interested. Whenever and wherever we find such a state or such a condition existing, we have and will take pleasure in remedying it, and wherever our attention has been called to inaccuracies in this schedule of maximum rates of charges, they will be speedily rectified.

### PETITIONS.

As an evidence of the progressiveness of railroads in the State of Illinois, we desire to call attention to the large number of petitions that have been filed before this board for the purpose of interlocking grade crossings already in existence so as to secure greater safety to the traveling public and greater convenience to the railroad traffic. These petitions represent only a small portion of the number of devices of this kind that have been approved and inspected by our Board this year, as petitions are only filed in cases where the railroads can not agree upon the division of costs. In every instance where a petition has been filed for an interlocking device, your Board has ordered one constructed, with the exception of one case, as will be seen in the order entered by this Commission in the Davenport & Rock Island Railroad Company vs. the Rock Island & Peoria Railway Company, and even in this case, the Board retains a supervision of the crossing for the purpose of ordering in at any time they may deem proper an interlocking device at the crossing named. No petitions for crossings of railroads were filed during the fiscal year, or, if filed, the case was not set for hearing in time to be taken up in this report. On this question we desire in our next report to call your attention to needed legislation.

### HIGHWAY CROSSINGS.

Our attention has been called, not only by the traveling public, but by the report of accidents in our office, to the necessity for some protection at highway crossings in this State. At the high rate of speed at which passenger trains are being run, many of these crossings are death-traps, and it is only a question of time when they will secure their victims.

We called the attention of your Excellency to needed legislation along this line in our last year's report. We still hold that such legislation is necessary.

## INTERLOCKING DEVICES.

As stated under the head of "Petitions" this Board has ordered constructed, under the supervision of our consulting engineer, Mr. F. G. Ewald, many interlocking devices, and we are pleased to report that the number of interlocking plants installed in the State of Illinois at grade crossings during the fiscal year 1899 has far exceeded that of any two years since the passage of this law. The necessity for these devices is becoming more apparent each year. The fierce competition between lines east and west and north and south and the increased speed of trains of all kinds on the lines traversing the nation has made their use imperative.

Upon an examination of the old wheel machines, some of the first safety devices constructed in this State, the Board deemed it necessary for the safety of these crossings that their use be discontinued, and that they be replaced with modern devices, and upon the recommendation of our Consulting Engineer, we entered an order that the use of these plants should be discontinued and that new and modern devices be substituted by the first of July, 1900, giving the roads ample time to effect the change without material inconvenience.

## FILING REPORTS.

We called your attention to the necessary amendment to the law in regard to filing reports by the railroads with this Commission. Most of the roads during the fiscal year 1899 complied with our request as to date of filing their reports, but as stated before, the reports were incomplete, and your Commissioners thought it would better serve the interest of the State to delay our annual report in order to secure, if possible, more accurate statistics to be used in the making of the various tabulated statements. Uniformity of statements from the various roads is an absolute necessity to give accuracy and value to our statistical tables. When failing to report, as for instance, the number of passengers carried, or tons of freight carried, or the number of miles hauled in the State of Illinois, it does gross injustice to the traffic statement for this State; and to secure such uniformity, our Board will demand of the roads reporting that they furnish this information accurately and correctly for the use of the Commission in 1900. We still deem it necessary that the legislation asked for in the last report along this line should be passed.

## DEPOTS.

An inspection of the lines of the State show the depots in this State to be in better condition than they have ever been in the history of the Commission; and it is pleasant to note that many of the principal lines have taken a great interest in the decoration of the depot grounds along their lines, which adds materially to the physical appearance of the road, and to the comfort of their patrons.

We desire to call your attention to the new depot of the Illinois Central at Decatur, which is now in the course of construction, and remodeling of the union depot at Peoria, as well as to the new union depot at Pekin, which is a modern structure and is a credit to the city.

We desire to also report that we have continued our efforts with regard to the building of a proper depot at East St. Louis, and we have assurances that the agreement between the various roads interested has been signed, and as soon as the weather will permit, work will be begun on a new station in East St. Louis, which is much needed for the comfort of the traveling public.

#### GRAIN DEPARTMENT

This Board desires to call your attention to the detailed reports of the chief grain inspector and the registrar at Chicago to this department for a full statement of the existing conditions of the department and the work accomplished in the same for the period covered by this report. The well-earned reputation of our chief grain inspector, Hon. E. J. Noble, has been well sustained by his management of the Chicago grain department during the past year; and we desire here to make special note of the efficiency of Hon. H. J. Strawn, of Edwards county, who had charge of the registrar's department in Chicago during the absence of Maj. Daniel Hogan in the army at Porto Rico; and it is with pleasure that we report to your Excellency that Maj. Hogan is again at his place, conducting the office of registrar expeditiously and efficiently. The grain department at East St. Louis has more than met the expectations of the Board, and it has gained for itself a well-earned reputation and the confidence of the Board of Trade of St. Louis. The failure of the wheat crop for the past three years in that section of the country, has not given that department a fair opportunity to show what its earnings would be under fair conditions; but it has not been necessary to reduce the salaries of the force of that department during the last year, and we now have a sufficient working surplus for all necessary needs. At the other inspection points in this State nothing unusual has occurred and they need no comment. The inspectors of the various places have reported to this department weekly, and the best evidence of their success at these places is that no complaint has been filed with the Commission during the past year in regard to the inspection.

#### RESIGNATIONS AND APPOINTMENTS.

It was with a great deal of regret that we accepted the resignation of Mr. Wm. Malloy, our assistant secretary, who resigned his position in this department to accept a place in the United State's Attorney's

office at Chicago, in order that he might pursue the study of law. He was an efficient officer. On the acceptance of his resignation, we appointed Mr. Joseph J. Joy, of Ottawa, LaSalle county, to succeed him.

We desire to return our thanks to our able Secretary, Mr. Wm. Kilpatrick, of Chicago, and to our thoroughly competent and efficient Consulting Engineer, Mr. F. G. Ewald, of Chicago, as well as to our competent Assistant Secretary, Mr. Joseph J. Joy, for the efficient service they have rendered this department.

Respectfully submitted,

CICERO J. LINDLY,  
CHARLES S. RANNELLS,  
JOSEPH E. BIDWILL.

*Commissioners.*

## FINANCIAL STATEMENT.

## OFFICE FUND.

Unexpended appropriation December 1, 1898.....		\$2,939 72
Less error in last report.....		10
		<hr/>
Appropriation for the year ending June 30, 1899.....		\$2,939 62
		4,000 00
		<hr/>
Total .....		\$6,939 62
Expended—		
Secretary's salary.....	\$1,500 00	
Clerk hire.....	1,179 00	
Janitor's salary.....	720 00	
Postage .....	245 00	
Telegraph.....	193 83	
Express, freight and drayage.....	257 07	
Telephone.....	139 86	
Periodicals, stationery and office supplies.....	140 35	
Ice .....	30 00	4,405 11
		<hr/>
Unexpended balance December 1, 1899.....		\$2,534 51

## SUITS AND INVESTIGATIONS.

Unexpended appropriation December 1, 1898.....		\$3,306 79
Lapsed .....		159 91
		<hr/>
Appropriation for the year ending June 30, 1899.....		\$3,146 88
		4,000 00
		<hr/>
		\$7,146 88
Expended—		
Suits and investigations, attorney's fees and expenses of the Commission, including clerk hire.....		3,560 70
		<hr/>
Unexpended balance December 1, 1899.....		\$3,586 18

## RAILROAD MAPS.

Unexpended appropriation December 1, 1899 .....		\$15 50
Appropriation for the year ending June 30, 1899 .....		1,600 00
		<hr/>
Total.....		\$1,615 50
Expended—		
Rand, McNally & Co., for maps .....		1,069 55
		<hr/>
Unexpended balance December 1, 1899.....		\$545 95

## CONSULTING ENGINEER'S FUND.

Unexpended appropriation December 1, 1898.....		1,666 68
Appropriation for the year ending June 30, 1899.....		2,500 00
		<hr/>
		\$1,166 68
Expended—		
Salary of the Consulting Engineer.....		2,291 68
		<hr/>
Unexpended balance December 1, 1899.....		\$1,875 00

*Financial Statement—Concluded.*

SCHEDULES AND CLASSIFICATIONS.		
Unexpended balance December 1, 1898.....	.....	\$1,045 82
Lapsed .....	.....	463 01
		<hr/>
		8582 81
Appropriation for the year ending June 30, 1901.....	.....	1,000 00
		<hr/>
		\$1,582 81
Expended—		
For printing, expressing and mailing classifications.....	.....	630 42
		<hr/>
Unexpended balance December 1, 1899.....	.....	8952 39



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# COMPLAINTS.

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## ORDERS AND OPINIONS.

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The following orders and opinions have been rendered by the Commission:

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### BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

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Citizens' Coal Mining Company, a corporation,  
*v.*  
Chicago & Alton Railroad Company.

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Excess Switching Charges.

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#### APPEARANCES.

For Complainant, MR. WILSON.  
For Respondent, WM. BROWN.

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Opinion by LINDLY, Chairman.

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The petitioner in this case avers that the Chicago & Alton Railroad Company demanded and received five dollars per car for switching cars loaded with coal from the junction of the said Chicago & Alton Railroad Company with the St. Louis, Chicago & St. Paul Railway Company to the Alton Railway & Illuminating Company, which is situated on the line of the said Chicago & Alton Railroad Company and not a regular station, and which is less than two miles from the junction aforesaid.

The respondent did not deny that it charged five dollars per car for switching carloads of coal from the junction aforesaid to the Alton Railway & Illuminating Company, nor that the distance from the said junction to the said Alton Railway & Illuminating Company was less than two miles. The said respondent set up in its answer, and in the evidence before the Commission, as a reason for making said excessive charge, that it was done in retaliation for the said St. Louis, Chicago & St. Paul Railway Company charging five dollars per car for switching cars from the junction of the said Chicago & Alton Railroad Company to manufacturing establishments situated on the line of the said St. Louis, Chicago & St. Paul Railway Company.

The evidence in this case sustains, beyond controversy, the petition of the petitioner, and this Commission is of the opinion that this case comes clearly within Rule twenty-one of the "Railroad and Warehouse Commissioners' Revised Schedule of Reasonable Maximum Rates of Charges for the Trans-

portation of Passengers and Freight on all the Railroads in the State of Illinois," and that the said respondent had no right, nor does it have any right, to charge more than the maximum rate set forth in said Rule twenty-one, which reads as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles, shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad companies doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road."

It is, therefore, ordered and decreed by the Railroad and Warehouse Commission of the State of Illinois, that no charge made for switching cars loaded with coal or other commodities, within the City of Alton, shall exceed two dollars per car, when said switching is within the limits of Rule 21, above set forth.

Dated, Springfield, Illinois, December 6, 1898.

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#### BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

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Boston Water and Light Company,  
*v.*  
St. Louis, Chicago & St. Paul Railroad Company.

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#### Excess Switching Charges.

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Opinion by LINDLY, Chairman.

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The complaint in this case was filed on October 12, 1898. The respondent filed its answer on October 27, and the matter was set for hearing in Springfield, Illinois, on December 6, at which time it was heard, both complainant and respondent being represented.

The complainant sets forth in its complaint that the respondent, a corporation organized and doing business under the general railroad law of the State of Illinois, has been persistently violating, within the past six months, Rule 21 of the "Railroad and Warehouse Commissioners' Revised Schedule of Reasonable Maximum Rates for the Transportation of Passengers and Freight in the State of Illinois," by charging the complainant herein a greater sum than two dollars per car for switching loaded cars in the City of Alton for distances not exceeding three miles. The complainant cites several particular instances in which defendant charged it in excess of two dollars per car for switching loaded cars within the City of Alton for distances not exceeding three miles. The complainant further sets up that on divers other occasions the defendant charged it more than two dollars per car for switching loaded cars from the junctions aforesaid to complainant's water works; and that said water works are in said city of Alton and within one hundred feet of defendant's track and less than two miles from the junctions aforesaid.

The defendant in its answer admits that on the 9th day of July, 1898, a car loaded with cement shipped to said city of Alton over said Cleveland, Cincinnati, Chicago & St. Louis Railway and consigned to complainant at said city of Alton, was transported by the said defendant, from the junction of said defendant's railroad with the railroad of said C. C. C. & St. L. Ry., over said defend-

ant's railroad to the waterworks of said complainant; and that for so transporting said car, said defendant charged and required said complainant to pay, and complainant did pay to defendant the sum of four dollars and seventy-three cents.

Defendant also admits that on the 17th day of August, 1898, a car loaded with alum, shipped to said city of Alton over the Chicago & Alton Railroad, and consigned to complainant at said city of Alton, was transported by defendant from the junction of said defendant's railroad with the railroad of said Chicago & Alton Railroad Company, over said defendant's railroad to the water works of said complainant; and that for so transporting said car, said defendant charged and required the complainant to pay, and the complainant did pay to defendant the sum of six dollars and seventy-seven cents.

As to the allegation in said complaint that on divers other occasions the defendant charged it—the complainant—in excess of the legal rate for switching loaded cars within the city of Alton, the defendant neither admitted nor denied, but called for strict proof.

The defendant, in its answer, further admits that there is a side track to the water works belonging to the complainant, but avers that the side track belongs to and is a component part of the tracks of said defendant.

The defendant, in its answer, sets up that the track leading from the junction, where the cars were transferred to the works of this company, and the side tracks at said works, belong to and are a part of the railroad of said defendant company.

The defendant, further answering, states that the charges made against and collected from the said complainant for transporting the cars, as alleged in said complaint, are reasonable and necessary for the proper maintenance and operation of defendant's said railroad.

In conclusion the defendant denies that it has, within the six months last past, persistently and grossly violated Rule 21 of the Railroad and Warehouse Commission of the State of Illinois.

The proof in this case fully sustained the allegations set forth in the complaint of the complainant. It was proven that the water works belonging to the complainant were situated along the line of the defendant's railroad, in the City of Alton, and were less than two miles from the junction where the cars were transferred from other railroads to the railroad of the defendant, for the purpose of being switched by the defendant to the place of business of the complainant.

The defendant admitted at the hearing, (and as admitted in its answer), that it did make the several charges set forth in the complaint, but the defendant maintained that it owned the tracks, and owned the switch, and that fact gave it the right to charge the complainant the regular "cents per hundred pound" rate, as set forth in the schedule of maximum rates of this Commission.

It was further proven that in billing these cars to the complainant from the junction aforesaid the defendant billed them to the first station beyond the works of the complainant, and charged the complainant the regular cents per hundred pound rate for the haul, dropping the cars off on the side track of the said complainant.

The defendant averred and claimed that this was the custom, and the usual manner in which it transacted this business; that, in consideration of the fact it owned the track, it, therefore, had a right, under our rules, to charge the several amounts paid by the complainant for transporting these cars.

Rule 21, above referred to, reads as follows:

"The reasonable maximum rate for switching loaded cars, for distances not exceeding three miles, shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators, or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks

"owned or controlled by the railroad company doing said switching; it is that "transfer charge ordinarily made for moving loaded cars for short distances "for which no regular way-bill is made, and which do not move between two "regularly established stations on the same road."

From this rule it is clearly apparent that whenever a loaded car is taken at the junction of another railroad to be transferred to any side track, elevator or warehouse situated on the tracks owned or controlled by the railroad company taking charge of such car at the said junction, that the company doing said transferring shall deliver the same on their own tracks to the place of destination for two dollars, provided that it is not a regularly established station on the same road.

The evidence in this case showed that the place of business of the complainant is not a regularly established station on the line of the defendant, and under this rule it is clearly evident that the defendant was violating Rule 21 above set forth.

#### ORDER.

It is, therefore, ordered and decreed that the said St. Louis, Chicago & St. Paul R. R. Company, the defendant herein, shall deliver all cars taken at junctions, where within the distance specified in Rule 21, above set forth, for two dollars, and that the switching charges made by said defendant to the complainant shall not exceed two dollars per carload of material of any description where the switching is done by the defendant from the junctions of other roads to the place of business of the complainant.

Dated at Springfield, Illinois, this 8th day of December, A. D., 1898.

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#### BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Illinois Central Railroad Company,

v.

Chicago & Eastern Illinois Railroad Company and Indiana, Decatur &  
Western Railway Company.

Petition for the protection of the crossing of said roads at Tuscola, Illinois.

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#### APPEARANCE.

JOHN C. DRENNAN, For Petitioner,  
WILL H. LYFORD. For C. & E. I. R. R. Co. For I. D. & W. Ry. Co.

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Opinion, LINDLY, Chairman.

This is a petition for the protection of the crossing of the Illinois Central Railroad Company's tracks and those of the Chicago & Eastern Illinois Railroad Company's and the Indiana, Decatur & Western Railway Company's tracks, at Tuscola, Illinois.

Petition was duly filed and notice given to the said defendants, as required by the Statute of Illinois.

At ten o'clock, a. m., this day, all parties interested, by their respective representatives, appeared at the office of this Commission, at which time and place a full hearing was given to each and all of said parties;

And after hearing the evidence and argument on behalf of the respective parties and being fully advised in the premises, the said commission finds:

That an interlocking device is a public necessity at the said railroad crossing, and that an interlocking system should be constructed, maintained and operated at the same;

That a continuing crossing contract exists between the petitioner and the Chicago & Eastern Illinois Railroad Company, but that no such contract exists between the petitioner and the other defendant or between the said defendants.

#### DECISION.

It is, therefore, ordered by the said Commission that the said petitioner and said defendants forthwith proceed to protect the said railroad crossing at Tuscola, Illinois, by an interlocking device acceptable to the said Railroad and Warehouse Commission, and that the same shall be completed within ninety days from this date.

It is further ordered by the said Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and its appurtenances, and the number of levers used in operating the switches, signals and other parts of said interlocking system in and for the respective tracks shall bear to the whole number of levers required in said interlocking system.

It is further ordered by the said Commission that the Indiana, Decatur & Western Railway Company shall pay one-third of the cost and expense of operating the same; that the Chicago and Eastern Illinois Railroad Company shall, owing to its said crossing contract with the petitioner, pay the remaining two-thirds of the cost and expense of operating the same, so long as said two-thirds shall not exceed seventy dollars per month, but in case said two-thirds shall at any time exceed seventy dollars per month, then the said Illinois Central Railroad Company shall pay one-half of such excess over and above said seventy dollars per month.

Dated at Springfield, Illinois, this third day of May, A. D., 1899.

#### BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF ILLINOIS.

Rock Island & Peoria Railway Company,

*v.*

Davenport, Rock Island & Northwestern Railway Company.

Petition to cross at grade.

#### APPEARANCES:

For Petitioner, ROBERT MATHER.

For Respondent, DAVISON & LANE.

Opinion by LINDLY, Chairman.

The Board of Railroad and Warehouse Commissioners of the State of Illinois, after hearing the evidence in the above entitled cause, issue the following order.

It is hereby ordered and adjudged that the defendant, the Davenport, Rock Island & Northwestern Railway Company have leave, and is hereby empowered to cross the main line and tracks of the Rock Island & Peoria Railway Company at grade, at a point east of Seventeenth street in the city of Rock Island, as described in the petition of the Rock Island & Peoria Railway Company, and further described in the blue print exhibit filed with the petition, in the office of the Railroad and Warehouse Commission at Springfield, Illinois.

It is further ordered that the crossing be not protected by an interlocking plant at this time.

It is further ordered that the Davenport, Rock Island and Northwestern Railway Company pay all the expenses of the cost of construction, and future maintenance of said crossing.

It is further ordered that the Board of Railroad and Warehouse Commissioners of the State of Illinois shall have authority, at any future time, to order an interlocking plant or device to be constructed at said crossing of the Davenport, Rock Island & Northwestern Railway Company over the Rock Island and Peoria Railway Company when, in their judgment, the safety of the public demands the construction of such a device; and that the cost of the construction of the same shall be adjusted according to the rules of the Commission, as in cases where one road seeks to cross another at the time of the construction of the crossing.

Dated at Springfield, Illinois, June 14, 1899.

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BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF  
THE STATE OF ILLINOIS.

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Lake Erie and Western Railroad Company,  
r.  
Illinois Central Railroad Company.

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Petition for addition to tower at Paxton, Illinois.

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APPEARANCES.

For Petitioner, THOMAS H. PERRY.  
For Respondent, H. BAKER.

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Opinion by LINDLY, Chairman.

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This was a case brought on petition filed by the Lake Erie and Western Railroad Company representing that they were the owners and operators, jointly, with the Illinois Central Railroad Company of the interlocking plant composed of the tower, interlocking machine, signals, connections, etc. at Paxton. They further represented in their petition that soon after the construction of the interlocking plant, to-wit: in the summer of 1898, the towerman's view of the Lake Erie and Western Railroad Company's eastern bound trains was obstructed by and is now obstructed until the trains of the Lake Erie and Western Railroad, east bound, arrives at a point within derail distance of the crossing by the remodeling and extending of a warehouse building on a lot corner at the north-west corner of the intersection of said railroad company's right of way. The Lake Erie and Western Railroad Company further set forth in their petition that they have been ready and desire to unite with the Illinois Central Railroad Company in a plan and the cost necessary to enable the towerman to observe the Lake Erie and Western Railroad Company's east bound trains at a point at least where they were in view before this obstruction existed; that it is necessary, in order to secure this view to extend the tower ten feet south, according to plans submitted with the petition, that the total cost of the construction of the addition to the tower is one hundred and forty-five dollars, (\$145.00).

The Illinois Central Railroad Company stated that the present location of the interlocking tower was agreed upon when the plant was constructed; that it was not particularly favorable to the Illinois Central Railroad Company for the reason that the view of Illinois Central Railroad Company's

trains from the south was shut off by the Illinois Central freight house building, which had been in that location for a great many years; stating further that the location of the tower was decided by the Railroad Commission at the time of its construction; that it was approved by both roads; that it was accepted by both roads; that after it was constructed, the Illinois Central Railroad Company to secure a better view of their track, removed their freight building entirely at their own expense, simply that the towerman might have a view of their line to the south, claiming that they did not ask the Lake Erie and Western road to participate in that expense.

The evidence was heard in this case. The evidence shows that this elevator is constructed upon private land and not upon the right of way of the Lake Erie and Western Railroad. The Lake Erie and Western Railroad had no authority to control the building when constructed nor to prohibit the building of the same. Nor does it appear from the evidence that the Lake Erie and Western Railroad Company participated in any way in the construction of this elevator. The claim that the Illinois Central presents, that it became necessary for them to remove their freight depot, that the towerman might see the trains from the south, can not enter materially into the decision in this case, for the reason, that the railroad Commission at that time fixed the position of the tower and the freight depot in question was upon the right of way of the Illinois Central railroad Company and they had entire control of the depot and could move it as they saw fit, and the Lake Erie and Western Railroad Company could not be asked to participate in the expense of removing an obstruction upon the right of way of the Illinois Central Railroad Company which obscured the view of the towerman of no train on their line approaching the crossing.

If, from the evidence, it did appear that this elevator in question was constructed upon the right of way of the Lake Erie and Western Railroad Company, or was constructed at the request or behest of the Lake Erie and Western Railroad Company, or they were part owners of the elevator building itself, owners or part owners of the land upon which the elevator was constructed, then, they would be in the same position that the Illinois Central Railroad Company occupy in regard to the obstructed view caused by the freight depot on the right of way of the Illinois Central Railroad Company, and would be required to remove this obstruction at their own cost and the Illinois Central Railroad Company could not be required to participate in the expense.

In view of these facts, the Commission are of the opinion that in the building of the addition to the tower house caused by this obstruction of a building not on the right of way of either of the railroads, or not under the control of either one of the railroads that they should both participate in the same proportion in the expense of this addition to the tower that they did in the original construction of the same.

It is therefore ordered and decreed that an addition be made to the tower house of the interlocking plant at the crossing of the Illinois Central and the Lake Erie and Western Railroads, at Paxton, according to the specifications in the plan presented by the petitioner, and that each railroad pay the same proportion of the cost of the construction of the addition to the tower house that they paid in the construction of the original plant itself.

Dated at Springfield, Illinois, this 26th day of July, A. D., 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF ILLINOIS.

St. Louis, Vandalia &amp; Terra Haute Railroad Co.

*vs.*

Indianapolis, Decatur &amp; Western R'y Co.

Protection of Crossing at Casey.

## APPEARANCES:

T. J. GOLDEN, for Petitioner.

G. H. GRAVES, for Respondent.

Opinion, LINDLY, Chairman.

This is a case brought by the St. Louis, Vandalia & Terre Haute Railway Company asking for the interlocking of a crossing at Casey, Illinois, where the Indianapolis, Decatur & Western Railway Company crosses the St. Louis, Vandalia & Terre Haute Railroad Company at grade. The petition of the latter Company was filed and the required notice under the statute given to the officials of the Indianapolis, Decatur & Western Railway Company, and a day set for hearing the case at the office of the Railroad and Warehouse Commission, at Springfield. Prior to the hearing of the case the representatives of the contending lines entered into an agreement with one another in regard to the cost of the erection, maintenance and operating expenses of the said interlocking system at said point.

The order of the Board will be in compliance with the agreement as signed by the representatives of these companies. That as soon as possible an interlocking device shall be erected at the crossing of the said railways at Casey, Illinois, and that the cost of erecting the machine and tower shall be divided between the two companies on the basis of levers used by each. That the expenses of the erection and maintenance of said interlocking plant shall be divided on a basis of levers used by each company, on a plan to be finally approved by the Railroad and Warehouse Commission of Illinois.

It is further ordered that the operating expenses be divided between the companies, one-half to each, with the understanding that so long as the Vandalia is able to use its telegraph operators at that point to throw the levers, that the wages of these operators shall be charged one-half to the Vandalia Company and one-half to the tower. The one-half chargeable to the tower shall be divided between the said railroad companies, half and half to each.

It is further ordered that any changes made in the switches at this crossing or changes in the track of either of the lines for the purpose of lessening the number of levers used, shall be submitted to the Railroad and Warehouse Commission for their approval before the interlocking device is erected.

It is further ordered that if at any time either of said railroads should desire to add to its tracks in such a manner as to require additional levers to the tower, the company making such additions to its road shall be required to pay the entire cost of such changes as are made with the approval of the Railroad Commission.

Dated at Springfield, Illinois, this 2d day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF ILLINOIS.

St. Louis, Vandalia & Terre Haute Railroad Co.

*vs.*

Jacksonville & St. Louis Railway Co.

Protection of Crossing at Smithboro.

APPEARANCES:

T. J. GOLDEN, for Petitioner.

C. M. STANTON, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Receiver of the St. Louis, Vandalia & Terre Haute Railroad Company asking that the crossing at Smithboro, Illinois, where the main track of the Jacksonville & St. Louis Railway Company crosses the main track of the St. Louis, Vandalia & Terre Haute Railroad Company at grade, be protected by proper interlocking devices and appliances to secure greater safety to persons and property, and further that the Railroad Commission proportion the cost of the construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to said defendant as required by the Statute of Illinois. The defendant, the Jacksonville & St. Louis Railway Company, filed an answer asking that such device be not ordered for reasons set forth in said answer. The Commission after hearing the arguments of the attorneys of both roads, and the evidence in the case, find:

That an interlocking system should be constructed, maintained and operated at the said crossing of the St. Louis, Vandalia and Terre Haute and the St. Louis & Jacksonville Railway Companies, at Smithboro, Illinois, for the safety of the public.

It is therefore ordered by the Commission that said Companies, to-wit: the St. Louis, Vandalia & Terre Haute Railroad Company and the Jacksonville & St. Louis Railway Company, forthwith, proceed to protect said railroad crossing at Smithboro, Illinois, by an interlocking system, to be approved, according to the statute, by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and all thereto appertaining as the number of levers that shall operate the switches and signals and other parts of said interlocking system in and for the respective tracks of each of said companies shall bear to the whole number of levers required in said interlocking system; and each of said companies shall pay one-half the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition, when properly approved by the Railroad Commission of the State of Illinois.

Dated at Springfield, Illinois, this 2d day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF ILLINOIS.

Cleveland, Cincinnati, Chicago & St. Louis Railway Co.

*vs.*

Terre Haute & Peoria Railway Co.

Protection of Crossing at Mackinaw.

APPEARANCES:

C. A. PAQUETTE, for Petitioner.

T. J. GOLDEN and J. J. TURNER, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, asking that the crossing at Mackinaw, Illinois, where the main track of the Terre Haute & Peoria Railway Company crosses the main track of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company at grade, be protected by proper interlocking devices and appliances to secure greater safety to persons and property, and further that the Railroad Commission proportion the cost of the construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to said defendant as required by the Statute of Illinois. The defendant, the Terre Haute & Peoria Railway Company, filed an answer asking that such device be not ordered for reasons set forth in said answer. The Commission after hearing the arguments of the attorneys of both roads, and the evidence in the case, find:

That an interlocking system should be constructed, maintained and operated at the said crossing of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Terre Haute & Peoria Railway Company, at Mackinaw, Illinois, for the safety of the public.

It is therefore ordered by the Commission that said companies, to-wit: the Cleveland, Cincinnati, Chicago & St. Louis Railway Company and the Terre Haute & Peoria Railway Company, forthwith, proceed to protect said crossing at Mackinaw, Illinois, by an interlocking system, to be approved according to the statute by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of constructing, erecting and maintaining the said interlocking system and all thereto appertaining as the number of levers that shall operate the switches and signals and other parts of said interlocking system in and for the respective tracks of each of said companies shall bear to the whole number of levers required in said interlocking system, and each of said companies shall pay one-half of the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition, when properly approved by the Railroad Commission of the State of Illinois.

Dated at Springfield, Illinois, this 2d day of August, 1899.

BEFORE THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS OF THE STATE OF ILLINOIS.

The Wabash Railroad  
*vs.*  
 The Indiana, Illinois & Iowa Railroad.

Protection of Crossing at Reddick.

APPEARANCES:

B. C. WINSTON, for Petitioner.  
 R. J. CAREY, for Respondent.

Opinion, LINDLY, Chairman.

This case was brought before the Commission by a petition presented by the Wabash Railroad Company, asking that the crossing at Reddick, Illinois, where the main track of the Indiana, Illinois & Iowa Railroad Company crosses the main track of the Wabash Railroad Company at grade, be protected by proper interlocking devices and appliances, to secure greater protection to persons and property, and further, that the Railroad Commission proportion the cost of construction, maintenance and operation of said device between the respective parties. The petition was duly filed and notice given to defendant as required by the Statute of Illinois.

The Commission proceeded to view the crossing and fixed the date for hearing the case. On August 1st, 1899, the case was heard before the Commission, both companies being represented, and submitted arguments orally and filed exhibits. The Commission having had the case under advisement, found:

That an interlocking system should be constructed, maintained and operated at the said crossing of the Wabash Railroad and the Indiana, Illinois & Iowa Railroad at Reddick, Illinois, for the safety of the public.

It is therefore ordered by the Commission that said companies, to-wit: the Wabash Railroad Company and the Indiana, Illinois & Iowa Railroad Company, forthwith, proceed to protect said crossing at Reddick, Illinois, by an interlocking system, to be approved according to the statute by the Railroad Commission.

It is further ordered by the Commission that each of said railroad companies shall pay such proportion of the cost of construction, erecting and maintaining the said interlocking system, and all thereto appertaining, as the number of levers that shall operate the switches and signals and other parts of said interlocking system, in and for the respective tracks of each of said companies, shall bear to the whole number of levers required in said interlocking system, and each of said companies shall pay one-half of the cost of operating the said interlocking system.

It is further ordered that should either of the companies aforesaid desire to add to the number of levers used in the interlocking device for their own benefit, that said company desiring the addition of such levers shall pay the entire cost of such addition when properly approved by the Railroad Commission of the State of Illinois.

Dated at Chicago, Illinois, this 5th day of August, A. D. 1899.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF  
THE STATE OF ILLINOIS.

John Miller,  
*v.*  
Cleveland, Cincinnati, Chicago & St. Louis Railway Company.

Complaint for Overcharge of Freight Rates.

APPEARANCES:

For Petitioner, GEORGE L. ZINK.  
For Respondent, G. F. McNULTY.

Opinion by LINDLY, Chairman.

The complaint in this case was filed by John Miller against the railroad company, charging that the complainant, Miller, was engaged in business at Hornsby, in the purchase and sale of grain, live stock and of coal in car load lots; that he purchased his coal, during the time covered by the complaint, of the Consolidated Coal Company of St. Louis, at its mine located on defendant's line of road one and one-third miles west from Hornsby station; that the cars of coal were hauled by the defendant railroad company, from said mine over its road to Hornsby, a regular station on said railroad, and placed on the switch for the use of complainant. The moving of the loaded cars of coal from Hornsby mine to Hornsby, under the proof, is shown to have been done by the defendant railroad company's regular trains. The proof shows that there is no station at the Hornsby mine. The proof further shows that the coal mine in question was over a mile beyond the switching limits at Hornsby station. After the loaded cars of coal were placed upon the siding at Hornsby station, they were unloaded at the coal house of the complainant, or in trucks and wagons, and were retailed by the complainant from Hornsby station. The evidence in this case further shows that the complainant, Miller, signed a statement, which is in the form of a request, to switch from Hornsby Illinois Mine to Hornsby, Illinois, giving the car number and the initial of the car desired to be handled. Upon this statement was placed a rate by the railroad company for the handling of each car: "Switching \$2.50, rental of car \$2.00," making a total charge of \$4.50 for handling each loaded car from the mine to Hornsby station, a distance of one and one-third miles.

It is contended that under Rule 23 of the schedule of rates made by the Board of Railroad and Warehouse Commissioners, which provides a switching charge of two dollars for handling loaded cars a distance not exceeding three miles from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side-tracks, elevators and warehouses, situated on the tracks owned or controlled by the railroad company doing said switching; that there was an overcharge in this case of \$2.50 on each car. If the transportation of a loaded car from Hornsby mine to Hornsby station came within this rule, the contention of the complaint would be true, and there would clearly be an over-charge. While it is true that the railroad company in this case have required the complainant to sign a statement purporting on its face to be partially a switching charge and partially for the rental of the car, yet, that does not constitute a charge for the moving of the cars in question from the Hornsby mine to Hornsby station, under this rule, a switching charge. A casual reading of the rule will clearly show that the facts in this case do not bring the movement of these cars complained of, under a switching charge. The railroad company would have a perfect right under the facts in this case to charge the regular distance tariff rate for transporting the cars in question from the mine at Hornsby to Hornsby station. The regular rate for a distance of one

and one third miles on a car of coal would be over \$6.00 a car. The railroad charged in this case \$4.50, which is less than the rate that the railroad company could charge under the schedule of rates fixed by the Railroad and Warehouse Commission, hence there is no overcharge in this case.

Counsel for complainant in this case have a misconception of the meaning of Rule 23 governing the switching of loaded cars. The handling of loaded cars for a distance not exceeding three miles, of itself, does not determine that it is switching within the meaning of this rule, there must be many other conditions existing in order to constitute it a switching charge. The handling of a loaded car from any factory or mine on the line of a railroad, for any distance, whether it be one mile or ten, to a regular station on the line of the same railroad, there to be delivered to the consignee, does not come within the meaning of switching, as defined by Rule 23, especially when the station to which it is hauled is the end of the haul, and final delivery of the commodity in the car.

The Commission therefore find that the handling of the cars in question is not switching within the meaning of Rule 23, and therefore the complaint is dismissed.

Dated at Springfield, Illinois, this 23rd day of October, A. D., 1899.

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BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF  
THE STATE OF ILLINOIS.

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Petition for Order for Interlocking Plant at Arcola,  
by  
Illinois Central Railroad Company and  
Terre Haute & Indianapolis Railroad Company.

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APPEARANCES:

For Petitioner, J. F. WALLACE.  
For Respondent, V. T. MALOTT.

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Order by LINDLY, Chairman.

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On the petition filed before the Railroad and Warehouse Commission, presented by the Illinois Central Railroad Company and the Terre Haute and Indianapolis Railroad Company, asking for an order to provide for the construction, operation and maintenance of an interlocking plant at Arcola, Illinois, the said parties to the petition having agreed that an order should be entered for the construction of the plant, as above described, it is therefore,

*Ordered and decreed*, by the Railroad and Warehouse Commission of the State of Illinois that an interlocking plant be constructed in accordance with the laws of the State and the rules of said Railroad and Warehouse Commission, under the supervision of the consulting engineer of said Commission; and that the cost of the construction and maintenance of said plant be divided between the said Illinois Central Railroad Company and the Terre Haute and Indianapolis Railroad Company on the basis of the number of levers necessary to control the switches, derails and signals in or adjoining the tracks of each company, respectively; and that the expense of operation of said plant be divided half and half between the two said companies.

Dated at Springfield, Illinois, this 7th day of November, A. D., 1899.

ORDER.

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IN RE INTERLOCKING DEVICES.

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Order by LINDLY, Chairman.

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After having careful examinations made and heard reports bearing on the use and safety of the old style wheel interlocking machines that have been in use in this State, and in service varying from nine to ten years, it is the opinion of the Commission that their use is unreliable and unsafe, and,

*It is therefore ordered and decreed* that such railroad corporations as use them, or who may be responsible for their use at grade railroad crossings in this State, replace said wheel machines with better and more modern devices by July 1, 1900.

Dated at Springfield, Illinois, this 7th day of November, A. D. 1899.

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BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF ILLINOIS.

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William Atzel,

vs.

Chicago Terminal Transfer Railroad Company.

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Complaint and petition charging extortion, and praying that defendant be compelled to refund certain alleged overcharges.

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## APPEARANCES:

For Petitioner, I. INGENTHON.

For Defendant, M. BREEDEN.

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Opinion by LINDLY, Chairman.

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Complaint was filed by William Atzel against the Railroad Company setting up certain overcharges, made by the Railroad Company at different times. The evidence has been taken. It appears that the complainant is a coal and wood dealer in the city of Chicago, Illinois, with places of business at 475 and 477 Kedzie avenue, in said city. Running alongside of said places of business the defendant has a track upon which deliveries of the shipments in question were made to the complainant. This track was called the Kedzie avenue team track. The shipments consisted of coal and wood, and originated in other states. Most of the consignments consisted of various cars of coal, which originated in Pennsylvania.

The proof shows that the cars of coal were billed to one Rend, who was a wholesale dealer in coal, in the city of Chicago, and by him were sold to the complainant, Atzel, in car load lots. The defendant, Railroad Company, is

engaged in a transfer and terminal business, that is, in handling cars from foreign roads. The cars of coal in question were received in Chicago by Rend or others as the consignee, and were sold by them and handled by the Trans-fer Co. to the complainant's place of business.

The first question raised in this case that we desire to consider is: was the handling of the coal cars in question a part of an interstate haul, and has the commission jurisdiction over the subject matter of this complaint. It is insisted by counsel for the Railroad Company that, as there was no change in the car load lot, but that it remained in the original car, the package undisturbed, until it was delivered to the complainant, and the car having originated in a foreign state, was solely a subject of interstate commerce. If this contention be true, then it would not be necessary for us to consider the other question in the case. A number of authorities have been referred to, to sustain the contention made by counsel for the Railroad Company, but we do not consider it necessary to refer to many of them.

In the case under consideration, the coal was billed to Rend, as the consignee in Chicago. It was delivered to Rend in Chicago. It is true it was not unloaded by the Railroad Company into any warehouses, either of Rend's or of the company, but after the delivery to Rend, it was sold by him to the complainant. It is true as a general rule that merchandise being once started upon its passage from one state to another, is subject to exclusive regulation by congress until lost in the general mass of property of the state to which it is sent. This principle has been upheld principally in what is known as the tax cases and licenses cases, many of which have been referred to by counsel for the Railroad Company.

In the case of *Welton vs. Missouri*, 91 U. S., 275, the Court says: "That it would be premature to state any rules which would be universal in its application to determine when the commercial power of the Federal government over a commodity has ceased, and the power of the state has commenced. It is sufficient to hold now, that the commercial power continues until the commodity has ceased to be the subject of discriminating legislation by reason of its foreign character. That power protects it, even after it has entered the state, from any burdens imposed by reason of its foreign origin."

In the absence of such considerations, it has been held that for some purposes, goods pass from federal to state control at the moment when they are delivered by the carrier to the consignee. Commerce clause of the Federal Constitution, page 66. *Fuqua vs. Pabst Brewing Company*, 90 Texas, 298. The great difficulty that has arisen, however, is the practical application of the general rule.

In the case of *Brown vs. Maryland*, 12th Wheat., 419, Chief Justice Marshall lays down the rule, "that importation of goods for sale was not complete, until the goods had been sold, and the article could not be considered as incorporated with the general mass of property of the state while still remaining in the first hands and in the original package." This case was subject to great criticism and was in effect overruled by subsequent decisions. But in the case of *Leisy vs. Harden*, 135 U. S., 100, the original rule laid down in *Brown vs. Maryland* is sustained.

The question presented by this record does not involve, necessarily, the point sustained in the above cases; while it may be true that upon questions of the right to sell goods in the original package, although the sale of such goods are prohibited by the state to which they are shipped; and that no tax can be levied or license be collected on goods until they have become a part of the general mass of property in the state, on the ground that it is a matter of federal control under the Commerce clause of the Constitution, yet we are of the opinion in this case, that when the coal in question was received in Chicago by Rend, the consignee, that that ended the interstate haul, so far as questions arising out of the switching charges and track service charges made by the defendant in the case.

The defendant is engaged within the State of Illinois in the handling of foreign cars, and these charges for handling of such cars within the State are subject to regulation by the Railroad and Warehouse Commission of the State of

Illinois. The charges made by the Terminal Railroad Company entered into and formed no part of the charges made by the Railroad Company for hauling the car from Pennsylvania to Chicago. The Terminal Transfer Railroad Company of Chicago is engaged in an independent business, and that of furnishing transfer and terminal facilities to the various railroads and to coal yards, and other industries located in Chicago, which its road reaches. To hold that the cars received by and handled by them from foreign railroads in original car load lots are not subject to State control, simply by reason of the fact that the car load lot has been undisturbed, would practically leave the Transfer and Terminal Company subject to no control whatever by the State, and it could impose any charge it saw fit without regard to the rates fixed by the Railroad and Warehouse Commission. In adopting this view we do not lose sight of the rule laid down in the tax and license cases, and original package cases referred to, but hold that the rule does not apply to the facts in issue as shown by this record.

The next question presented is, was the defendant, Railroad Company, guilty of extortion, in making certain charges for the switching of the cars in question, and the use of the team track. The proof shows that only 117 cars were placed upon the side track or team track, and according to the evidence some of them remained there from one to twenty-one days before they were unloaded. For the transportation of the cars to and from the side track or team track in question, the Railroad Company has made a charge of \$3 per car, and also a charge of \$1 for the use of the car and team truck, making a total of \$4 for each car handled.

It is contended by counsel for the Railroad Company that under the act creating the Railroad and Warehouse Commission that there are seven different services for which rates may be established; six of which relate to the transportation of freight, while perhaps such a division may be considered as entering into the transportation of freight, yet in our opinion the various services referred to all enter into and are a part of the term "transportation of freight." Charge for transportation of freight includes all of the services performed by the railroad, such as hauling the car, use of car and reasonable use of main and side tracks at points of destination. It is apparent from the proof in this case that in some instances there was an unreasonable delay in the unloading of the cars by Atzel. He made use of some of the cars for warehouse purposes. This is a growing evil at large terminal points, like Chicago. Loaded cars are held on side tracks, blocking the movement of trains and producing a car famine over the State. There ought to be some remedy for this condition. The law governing questions of demurrage charges is in a very unsettled condition. Whatever may be the opinion of the Commission as to the extent of this evil, our own Court has refused to sustain these charges.

In the case of Chicago & Northwestern R'y Co. vs. Jenkins, 103 Illinois, 599, it was contended that the railroad company had a right to hold the property until its charges for demurrage were paid. It appeared that the published rules and regulations of the company provided for the payment of such charges, yet the Court says, "the right to demurrage if it exists as a legal right, is confined to maritime law, and only exists by carriers by sea-going vessels. It only exists by contract. Chicago & Northwestern R'y Co. vs. Jenkins, 103 Illinois, 599.

Again in the case of the C. C. C. & St. L. R'y Co. vs. Lamm, 73 App., 592. This was a case when a \$1 charge was made for each day or fraction of a day after forty-eight hours' notice that the car remained unloaded. The Court says, "Railroad companies can not create in their favor a demurrage lien on freight not removed from a car within a short time by simply publishing to the public their intention of doing so."

Acquiescence and payment of such charges do not create any liability against the consignee. It can only be created by contract or by statute. C. C. C. & St. L. R'y Co. vs. Lamm, 73 App., 599.

The Terminal Company had no right to impose the one dollar charge, but under the facts and circumstances as shown in this case, we do not believe it constitutes an extortion under the present statute governing extortions. This

statute is a penal one, and must be strictly construed. An action of law would lie to recover the money paid, but such a case has not been made out, in our opinion, as would justify a prosecution under the statute for extortion.

The only other question in this case to be decided is the question of switching charges as governed by Rule 23 found in the schedule of reasonable maximum rates of charges as fixed by the Railroad and Warehouse Commission of Illinois.

The evidence in this case shows that some of the cars in question were hauled less than three miles by the road delivering them to Kedzie avenue. Wherever in this case the distance that the car was hauled was three miles or less, the railroad company had no right under that rule to charge more than two dollars for switching the car; and wherever the railroad company or companies, in this case, made a charge of more than two dollars for switching the car of coal to Kedzie avenue, where the distance was less than three miles, they were guilty of extortion; because the rule clearly sets forth that switching includes the hauling of loaded cars from "junctions of other railroads to stations, yards, side tracks, elevators, and warehouses situated on the tracks owned and controlled by the railroad company doing said switching." It is equally true, that wherever, in this case, the distance that the car was hauled from the junction point to Kedzie avenue exceeded three miles, that the railroad company hauling said car had a perfect right, and were entitled to charge the regular schedule rates as fixed by the Railroad and Warehouse Commission of Illinois in their schedule of reasonable maximum rates of charges.

Dated at Springfield, Illinois, this 5th day of December, A. D. 1899.

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BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF  
THE STATE OF ILLINOIS.

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Keeney & Little

v.

Toledo, Peoria & Western Railroad Company.

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Discrimination.

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APPEARANCES:

For Petitioner, HAMILTON PATTON.

For Defendant, W. S. HORTON.

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Opinion by LINDLY, Chairman.

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This is a complaint filed by Keeney & Little against the Toledo, Peoria & Western Railroad Company, charging that:

I. That the T., P. & W. R. R. Co. will not quote rates of freight on grain to points known as Ohio River points.

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier, subject to the law of the State of Illinois.

III. That the T., P. & W. R. R. Co. will not receive grain consigned to Ohio River points.

IV. That the T., P. & W. R. R. Co will not switch to the C. & E. I. R. R. Co. grain in car lots consigned to Ohio River points.

V. That the T., P. & W. R. R. Co. will not switch to the C. & E. I. grain in car lots at all.

VI. That with the exception of Brazil block coal the T., P. & W. R. R. Co. will not switch bituminous coal in car lots from the C. & E. I. R. R. tracks to coal sheds on their lines in Watseka, Ill.

VII. That the T., P. & W. R. R. Co. will not switch anthracite coal from the C. & E. I. R. R. tracks to coal sheds on their lines in Watseka, Ill.

In regard to the first and third charge that the T., P. & W. R. R. Company will not quote rates of freight on grain to points known as Ohio river points and will not receive grain consigned to Ohio river points, we hold that this is a question of Inter State Commerce, and that it is wholly without the province of this Commission. As to the other charges they can properly be considered together, as they really involve the same question, viz:

As to whether a railroad company should be compelled to switch loaded cars from an industry on their own line to the junction of another railroad, and whether they should be compelled also to switch loaded cars from a junction point of another railroad to an industry located on their own line, as set forth in Rule 23 of the Schedule of Reasonable Maximum Rates of Charges.

Rule 23 provides as follows:

"The reasonable maximum rate for switching loaded cars for distances not exceeding three miles, shall be two dollars per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junctions of other railroads when not billed from stations on its own road to said junctions, and from junctions of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching; it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road."

It appears from the evidence that the elevator and coal sheds of the complainants are situated upon the side track of the T., P. & W. R. R. Company; it further appears from the evidence that this side track is used both for the purpose of loading grain from the elevator into the cars, and also for receiving loaded cars of coal at complainants' shed, and also are made use of by the railroad company as a team track.

The fact that the defendant railroad company uses the side track in question both for the purpose of a team track for the benefit of its patrons, as well as a side track for the benefit of the industries of the complainants, can not affect the question at issue. If the railroad company desires to make such double use of the side track in question, that is a matter of their own choice, and it can not affect the rights of the complainants in the use of the side track in question, for the purposes for which they use it. So far as the complainants' rights are concerned in this case, the use by the railroad company of this track for a team track for their patrons does not affect the rights of the complainants, who are not seeking to use such track as a team track.

Under Rule 23 above cited, it is the duty of the railroad company to switch loaded cars from the elevator of complainants to the junction point with the C. & E. I. R. R. Company for a switching charge of two dollars, as provided in such rule, the distance being within the three mile limit.

It is also the duty of the defendant railroad company to switch cars from the junction point with the C. & E. I. R. R. Company to the elevator and coal sheds of the complainants situated on the side track in question for the same charge.

In the case of the Mexican Amole Soap Co. vs. P. & P. U. Ry. Co. is referred to by counsel for defendant. There is a clear distinction between the case cited and the one at issue. It appeared in the case referred to that the delivery was made upon a team track. The proof in that case showed that the track in question was not used for the purposes of a side track to an industry, but was used purely as a team track for the delivery of commodities, merchandise, etc., to the patrons of the road. The distinction in this case is obvious as well as in the case of *Brining vs. C., C., C. & St. L. Ry. Co.*, also cited.

It is therefore ordered that the defendant, the T., P. & W. R. R. Co. be and they are hereby required to switch loaded cars for the complainants from the junction point of their road with the C. & E. I. R. R. Company to the elevator and coal sheds of the complainants, and to switch loaded cars from the elevator and coal sheds of the complainants to the junction of their line with that of the C. & E. I. R. R. Company on the payment of a switching charge of two dollars as provided in said Rule 23.

Dated at Springfield, Illinois, this 5th day of December, A. D. 1899.

## REPORT OF THE CONSULTING ENGINEER.

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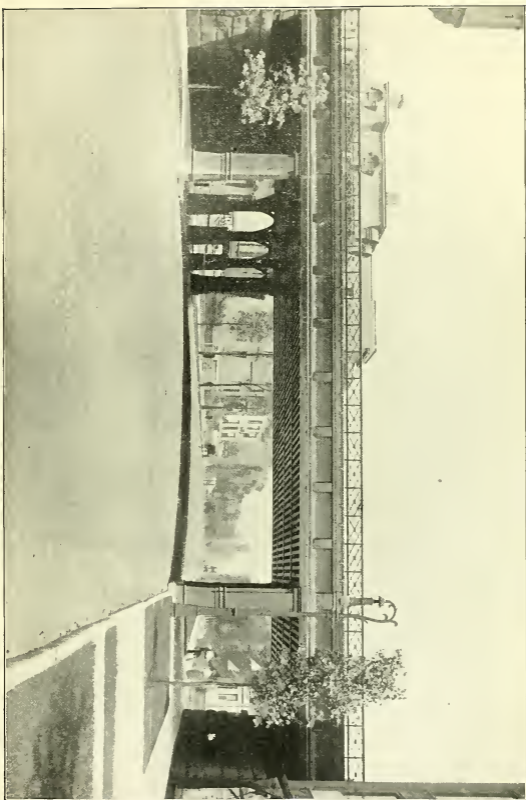
SPRINGFIELD, ILLINOIS, December 1, 1899.

*To the Honorable Board of Railroad and Warehouse Commissioners State of Illinois.*

GENTLEMEN:—I present herewith the customary report due from your Consulting Engineer for the period from December 1, 1898, to December 1, 1899, which bears upon matters pertaining to the physical condition of the railroads in this State, and such other matters as affect the maintenance and operation in connection therewith.

A perusal of the statistical tables for the fiscal year ending June 30, 1899, so far as they relate to earnings, is convincing proof that the railroads have been doing a prosperous business in common with the industrial trade. The increase in traffic handled by the railroads has been a steady one, beginning with the year 1896, following the depression during four years of Democratic rule, during which time 141 railroads in the United States representing an ownership of 22,870.84 miles of line and operating a total of 29,162.32 miles, were placed under the jurisdiction of the courts for operation; nine (9) of these railroads representing an ownership in Illinois of 1,011.99 miles and operating 1,043.81 miles were doing business in this State.

During the fiscal year ending June 30, 1899, the Metropolitan West Side Elevated R. R. Co. having 14.76 miles of line and the Chicago & Ohio River R. R. Co. with 76.89 miles of road (formerly operated by the P., D. & E. Ry. Co.) were sold under foreclosure proceedings; the former now being owned and operated by the Metropolitan West Side Elevated Railway Company and the latter by the I., D. & W. Ry. Co. Since then, the Baltimore & Ohio Southwestern Ry. Co. and the Wisconsin Central Co. have also been taken out of the hands of receivers and are operated now by the B. & O. S.-W. R. R. Co. and the Wisconsin Central Ry. Co., respectively.



TRACK ELEVATION OF ST. CHARLES AIR LINE.—Bridge over Michigan avenue, Chicago, Illinois.



On December 1, 1899, the following railroads doing business in this State were still in the hands of receivers, viz.:

Name of Road.	MILES OWNED.		MILES OPERATED.	
	Illinois.	Whole line.	Illinois.	Whole line.
Centralia & Chester R. R. Co.....	96.50	96.50	96.50	96.50
Chicago, Peoria & St. Louis R. R. Co...	166.68	166.68	166.68	166.68
Louisville, Evansville & St. Louis Consolidated R. R. Co.....	154.97	364.88	154.97	364.88
Peoria, Decatur & Evansville Ry. Co...	199.99	237.65	199.99	237.65
St. Louis, Chicago & St. Paul R. R. Co. of Illinois.....	110.50	110.50	110.50	110.50
St. Clair, Madison & St. L. Belt R. R. Co.	0.43	2.80	0.43	2.80
Terre Haute & Indianapolis R. R. Co....	.....	106.42	308.64	652.75
Toledo, St. Louis & Kansas City R.R. Co	179.49	450.72	179.49	450.72
Total.....	908.56	1,536.15	1,217.20	2,082.48

Information is at hand which would warrant us in stating that the C., P. & St. L. R. R. Co. of Illinois, P., D. & E. Ry. Co., and St. L., C. & St. P. Ry. Co. of Illinois, representing a total ownership of 514.83 miles, of which 477.07 miles is in this State, will be out of the receivers' hands in a short time.

#### MILEAGE.

By reference to the comparative statement of Table I covering steam roads, it will be noted that the increase in mileage of main line and branches owned in this State is 181.4 miles. A large part of this increase is made up of mileage never before reported to the Commission and therefore all the increase shown does not represent the construction of additional mileage during the last fiscal year. Following are the railroad companies with their respective mileage whose operations have never been reported to the Commission until this time, excepting the Chicago, Lake Shore & Eastern Ry. Co., which always reported, but their report includes 123.27 miles of industrial tracks which existed for a number of years.

Chicago, Lake Shore & Eastern Ry. Co.....	123.27 miles
Evansville, Terre Haute & Chicago R. R. Co.....	5.48 ..
Galesburg & Great Eastern R. R. Co.....	13.50 ..
Illinois Terminal R. R. Co.....	1.25 ..
St. Clair, Madison & St. Louis Belt R. R. Co.....	0.43 ..
Total.....	143.93 miles

This makes a total of 143.93 miles, and deducted from 181.4 miles leaves 37.47 miles, which would represent the net increase in mileage over the previous year. The work of constructing extensions and new lines during the fiscal year ending June 30, 1899, has not been very extensive as compared with the expenditures for betterments.

#### PHYSICAL CONDITIONS AND BETTERMENTS.

A perusal of the inspection report immediately following this report shows that the physical condition of the roads in this State is,

generally speaking, in first-class condition. Out of a total of 10,799.64 miles of main line and branches, there were on June 30, 1899, only 225.46 miles of track laid with iron rail and 2,488.71 miles of "mud track" as compared with 314.54 miles and 2,732.48 miles respectively for the year previous.

While the amount in renewal of ties and rails during the fiscal year ending June 30, 1899, was not as great as during the previous year, the difference is accounted for in the first instance owing to the scarcity of ties and in the second instance on account of the advanced price of steel rails and the further reason that orders for steel rails, if given, could not be filled by the mills for at least six months and from that up to a year. First class cedar ties sold in Chicago during the past season as high as 60 cents, which is about 75 per cent in excess of the usual price for cedar ties.

The amount of work done by the railroads in way of betterments during the season just closed, consisting of changes in alignment, reduction of grades, track elevation and depression, the construction of culverts and bridges of permanent character in lieu of wooden bridges, the widening of cuts and embankments, ballasting and re-ballasting, and the construction of interlocking devices and block signals, including many other details too numerous to mention, has never before been exceeded in any one year. The intrinsic value of this work runs into millions. However, the gain derived by the railroad companies by these expenditures for betterments, is permanency, which means reduced cost of maintenance, and last but not least, added convenience and safety in operation, and added security to the traveling public.

#### TRACK ELEVATION AND DEPRESSION.

To make mention of permanent improvements carried on by the railroads without giving in brief detail a statement of the railroads that have elevated or depressed their tracks during the past few years in the city of Chicago, would be slighting a work that is deserving of special notice. Table I, which here follows, shows the number of miles of each road elevated or depressed during each year, beginning with the year 1892. Table II shows the number of street crossings, street railway crossings and steam railroad crossings originally crossed at grade; number of grade crossings abolished, etc.

1936 BY U.S. DEPT.  
OF AGRICULTURE  
WASHINGTON, D.C.  
AUGUST 7, 1936.

DINNER  
Served 12:00 P.M.  
and 6:00 P.M.  
and 8:00 P.M.  
and 10:00 P.M.  
COMPLETE  
DINNERS  
Served 12:00 P.M.  
and 6:00 P.M.  
and 8:00 P.M.  
and 10:00 P.M.  
AT ALL  
RESTAURANTS  
HOTELS  
CLUBS  
AND  
PRIVATE  
CLUBS

TRACK ELEVATION OF ST. CHARLES AIR LINE.—Bridge over Wabash avenue, Chicago, Illinois.

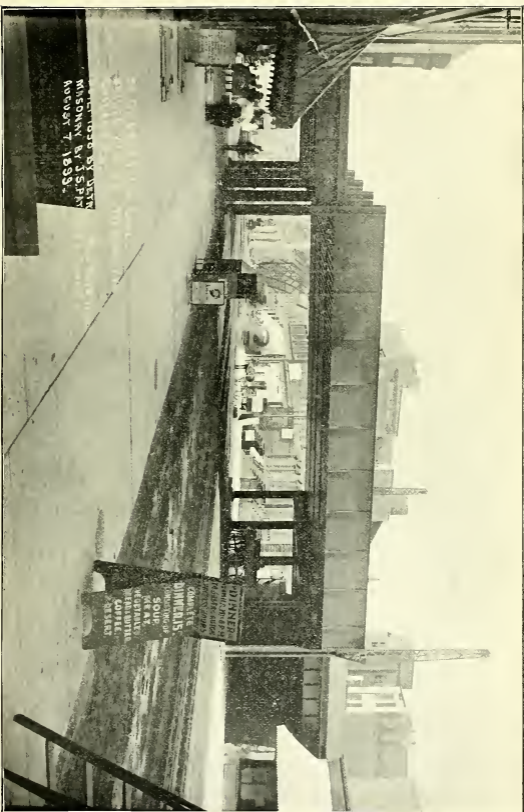




TABLE I.

*Statement Pertaining to Elevation and Depression of Steam Railroads in the City of Chicago.*

[illegible]

Table I.—Concluded.

Name of Railroad.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	Total miles of roadway elevated and depressed including approaches.....	Total miles of roadway elevated and depressed on basis of full elevation.....	Number of Tracks Involved.
C. T. T. R. R. Co.....						0.19			0.19	0.40	Two (2) main tracks and several connecting and industrial tracks.....
Edm. Cent. R. R. Co.—Main Line.....	3.08				1.08				4.16	3.40	Eight (8) and ten (10) main tracks
C., M. & N. Div.....							0.28		0.28	0.19	Two (2) main tracks
L. S. & M. S. Ry. Co.....				0.67	1.65	2.12	1.10	1.36	6.90	6.53	Two (2) and three (3) main tracks including several yard tracks.....
P., C., C. & St. L. Ry. Co.....						1.86			1.86	1.47	Two (2) main tracks
P., Ft. W. & C. Ry. Co.....							2.36	0.84	3.20	2.72	Four (4) main tracks
St. Charles Air Line Co.....							1.27		1.27	0.30	Two (2) and four (4) main tracks
Total.....	3.08		0.44	2.43	5.30	1.08	8.95	0.19	53.66	47.56	

(1) Not official.

(2) Chicago avenue to north line of Clybourn avenue.

(3) Track shown as elevated in 1902 was completed in spring of 1903.

CHICAGO & EASTERN ILLINOIS RAILROAD CO.—Passenger station at Milford, Illinois.

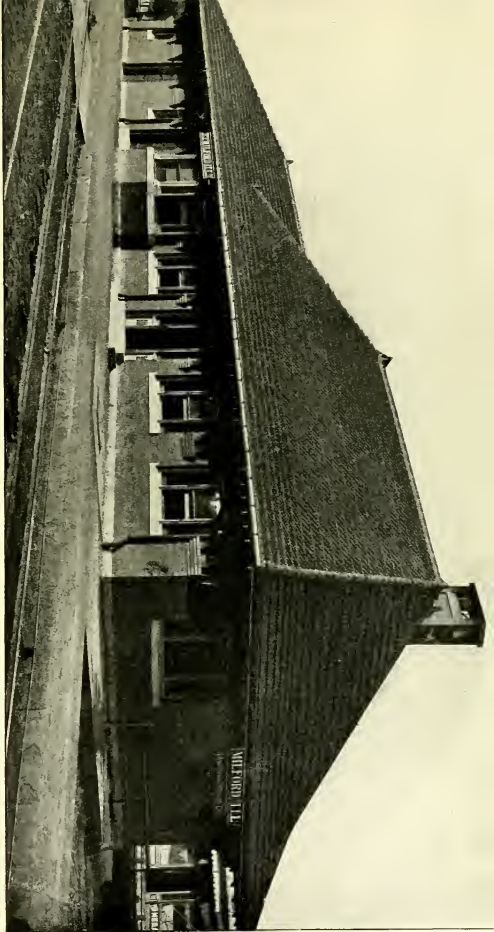




TABLE II.

## Statement Pertaining to Elevation and Depression of Steam Railroads in the City of Chicago.

Name of Railroad.	Number of streets originally crossed at grade....	Number of streets provided with subways or viaducts.	Number of streets vacated.	Number of grade street crossings remaining.	Number of street car lines originally crossed at grade .....	Number of grade street railway crossings abolished..	Number of grade street railway crossings remaining.	Number of steam railroads originally crossed at grade .....	Number of steam railroad crossings abolished.....	Number of (single track) grade steam railroad crossings originally in existence.....	Number of (single track) grade steam railroad crossings abolished.....	Number of (single track) grade steam railroad crossings remaining.....	Remarks.
A., T. & S. F. Ry. Co .....	1	1	1	1	1	1	1	6	6	20	20	14	.....
C. & A. R. R. Co.....	19	a 17	2	3	3	1	1	1	1	5	5	b	(a) Includes four (4) footways; (b) nine (9) crossings added.....
C. & N. W. Ry. Co.—Main line.....	46	26	20	5	5	1	1	1	3	3	3	.....	(c) Includes one (1) footway.....
"    "    Milwaukee div.....	45	e 26	19	2	2	1	1	1	1	4	4	4	.....
"    "    Wisconsin div.....	7	6	1	2	2	1	1	1	1	12	12	12	.....
"    "    Valena div.....	2	2	1	1	1	1	1	1	1	42	42	42	.....
"    "    Mayfair cut off.....	20	19	1	1	1	1	1	6	6	10	10	10	.....
"    "    Rock street line.....	1	1	1	1	1	1	1	2	2	9	9	9	.....
C. & W. I. R. R. Co.....	25	16	9	1	1	1	1	2	2	10	10	10	.....
C. B. & Q. R. R. Co.....	1	1	1	1	1	1	1	2	2	10	10	10	.....
Chicago Junction Ry. Co.....	35	20	15	5	5	2	2	2	2	10	10	10	.....
C. M. & St. P. Ry. Co.—Main line.....	10	5	5	2	2	1	1	1	1	3	3	3	.....
"    "    C. & C. B. div.....	53	46	6	1	14	14	14	8	2	60	25	35	(d) Nine (9) crossings added.....
"    "    Deering line.....	1	1	1	1	1	1	1	1	1	3	3	3	(e) Crossings on joint switching and transfer track divided between C., R. I. & P. Ry Co. and L. S. & M. S. Ry Co.....
C. E. I. & P. Ry. Co.....	1	1	1	1	1	1	1	2	2	12	12	12	(f) Includes one (1) footway.....
C. T. T. R. R. Co.....	1	1	1	1	1	1	1	2	2	15	15	15	.....
Ill. Cent. R. R. Co.—Main line.....	f 16	16	1	1	1	1	1	6	2	2	2	2	.....
"    "    C., M. & N. div.....	1	1	1	1	1	1	1	4	4	13	13	13	.....

*Table 11.—Concluded.*

Name of Railroad.	Remarks.
L. S. & M. S. Ry. Co.	17
P., C., & St. L. Ry. Co.	47
P., F. W. & C. Ry. Co.	64
St. Charles Air Line Co.	8
	16
	16
	23
	15
	(9) In addition to six (6) street subways, three (3) alleys were also provided with subways...
Total.....	172
Less data pertaining to railroad crossings duplicated.....	
Net total.....	95

NORTHWESTERN  
PASSENGER STATION

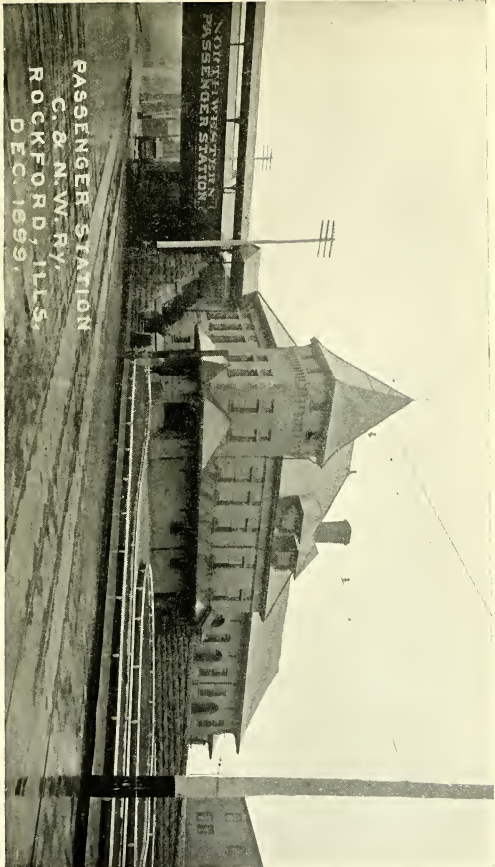
PASSENGER STATION

C. & N.W. RY.

ROCKFORD, ILLS.

DEC. 1899.

CHICAGO & NORTHWESTERN RY. CO., GALENA DIVISION.—Passenger station at Rockford, Illinois.





From the footings it will be observed that a total of 53.65 miles of line has been elevated and depressed, including approaches, which is equivalent to 47.56 miles based on full elevation or depression as the case may be. The number of tracks elevated or depressed averages from two to ten main tracks and in many cases includes yard tracks and sidings. I have not all the information at hand with respect to lineal feet of yard track and sidings elevated and depressed and therefore am unable to give in single track miles the total mileage elevated and depressed, but it will probably not be far from 250 miles.

Footings in table II show that out of a total of 371 streets originally crossed at grade, 278 have been provided with subways and viaducts as the case may be, and 91 streets vacated. Of the 70 street railways originally crossed at grade, all have been abolished, and of the 30 steam railway crossings at grade 14 of them with 93 single track crossings have been eliminated, leaving a total of 16 steam railroad crossings with 95 single track crossings remaining.

Too much praise can not be bestowed upon the railroad companies in this work that has cost them millions of dollars, and while it is of incalculable benefit to the public in many ways, it is also of much benefit to the roads by securing added convenience and safety in operating their trains through thickly settled portions of the city.

#### BRIDGES AND TRESTLES.

As compared with the fiscal year ending June 30, 1898, there has been an increase in the number of bridges constructed of iron and masonry that are of a permanent character and wooden and combination bridges as follows, viz.: masonry, 64; iron, 385; wooden, 110; combination, 6; or a total of 563. The aggregate length, however, has been reduced from 391,502.8 lineal feet to 331,906.3 lineal feet or a difference of 59,596.5 lineal feet, equivalent to 11.29 miles.

The pile and timber trestles have been reduced from 7,385 as reported for the fiscal year ending June 30, 1898, to 7,196, a decrease of 189 trestles for the year, amounting to 106,881.3 lineal feet, which is equivalent to 20.25 miles. Add to this the decrease in miles of the bridges shortened, 11.29 miles, we have a total of 31.54 miles less of all kinds of bridges and trestles. This is certainly a remarkable showing and is indicative of the vast amount of permanent improvements carried on during the last fiscal year.

#### EQUIPMENT.

On June 30, 1899, the steam railroads in this State owned 389,247 cars and locomotives and leased 48,167 cars and locomotives, making a grand total of 437,414. Of this number 266,549 cars and locomotives are fitted with train brakes and 371,578 cars and locomotives are fitted with automatic couplers as provided by an act passed by congress and known as The Safety Appliance Act, approved March 13, 1893. This is equivalent to 61 per cent and 85 per cent respectively

of the cars and locomotives thus equipped. The time for equipping all cars and locomotives handling interstate traffic with safety appliances has been extended by the Inter-state Commerce Commission from January 1, 1900, to August 1, 1900. All of the railroads in our State are apparently making an honest effort to comply with the law within the time given.

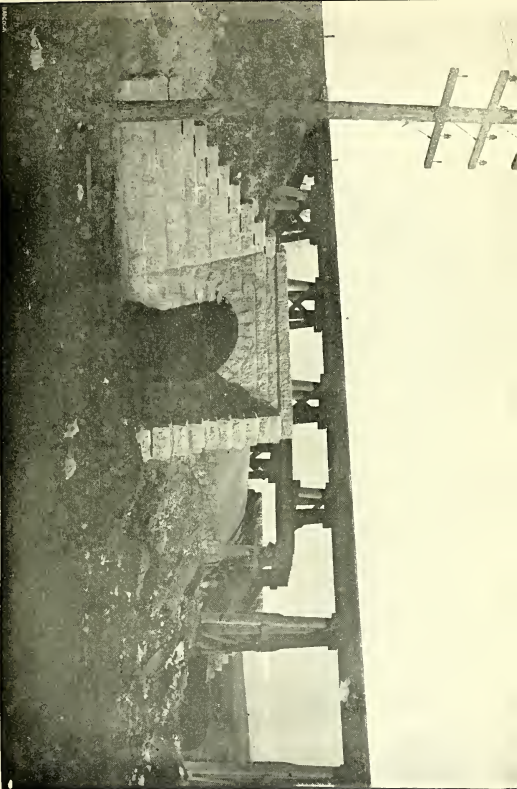
This act, of course, only applies to equipment used in handling interstate traffic. A few states however have passed laws compelling the roads to adopt the safety appliances on all equipment in their respective territory. Where such state laws are in effect, the result might be that such equipment as was not fitted with safety appliances, would be transferred to such states where no legislative action had been taken, and thus create an unfavorable showing with respect to cars and locomotives equipped with safety appliances, for such states as had enacted no laws. Aside from this the direct benefits to be derived by both the railroads and the traveling public in having all equipment fitted with safety appliances is almost incalculable; and while the majority of the roads are using their best endeavors to have all of their equipment so fitted, yet in justice to all concerned it would seem entirely proper that this State maintain its progressiveness and enact such legislation as would eventually compel all equipment in use in this State to be fitted with safety appliances.

#### CROSSINGS.

The total number of overhead highway crossings as returned by the railroads of both classes for the fiscal year ending June 30, 1899, is 339 as compared with 284, 316 and 336 respectively for the years 1898, 1897 and 1896. The varying differences can be accounted for in only one way, and that is failure to report all of them every year.

The statistics referring to overhead railroad crossings show a total of 84 as compared with 80 for the year previous. As compared with the total number of grade railroad crossings, it is indeed a very small percentage.

Heretofore, the information pertaining to grade railroad crossings, grade street railway crossings and grade highway crossings has never been complete owing to the failure on the part of the railroads to give full information. A special effort was made this year to have all roads furnish the necessary data. The aggregate for both steam and elevated roads shows a total of 1,030 grade railroad crossings, 297 grade street railway crossings and 13,151 grade street and highway crossings as compared with 873, 275 and 13,043 respectively for the year 1898. The information called for on our blank forms concerning grade railroad and grade street railway crossings is not sufficiently explicit and I am satisfied that while several railroad companies report the number of railroads crossed at grade, others report the number of railroad crossings on single track basis and therefore this data at present is of a mixed nature. This is a matter however that will be corrected in our new forms.



CHICAGO GREAT WESTERN RAILWAY CO.—10 ft. x 10 ft. stone arch culvert near Evan, Illinois.



## ACCIDENTS.

The total number of passengers, employees and others killed and injured on both the steam and elevated roads as shown in the tables for the fiscal year ending June 30, 1899, shows considerable of an increase over last year; in fact, this increase has been a steady one for some years back. It is probably in proportion to the total increase in train mileage, but the figures are not at hand at present to verify this. As compared with the fiscal year ending June 30, 1898, which showed 646 killed and 2,223 injured, there was a total of 700 killed and 3,175 injured; making an increase of 8.4 per cent in total number killed, and 10.7 per cent in the total number injured.

The total number of accidents due to collisions, derailments and grade highway casualties as shown for the year ending June 30, 1899, was 120 killed and 322 injured. Without any intention of minimizing accidents to employees, it is these accidents that affect the traveling public more than any other, and while all the railroads in the State endeavor to use every precaution to guard against all accidents of whatsoever nature, there is still room for improvement in the way of more block signals, interlocking devices at crossings and crossing bells or other devices at highway crossings where these are necessary, commensurate with the amount and character of the business done.

Take for instance the case where 11 passengers were injured in two collisions on two of the elevated roads in Chicago. These accidents undoubtedly could have been avoided had the roads in question been equipped with block signals, and absolutely so, if safety stops were used in connection with them.

The law empowers the Commission to investigate all accidents where they hear of them, but in nine cases out of ten, no notification of the accident is received from the railroad companies until after three or four weeks have elapsed. Furthermore, the work in this office has increased to such an extent that it would be impossible to investigate all of these accidents without assistance in this department, which is very much needed.

The way to provide a remedy for accidents is to find out first, the kind of accident, and second, the cause for it. In order to do this, this office should be notified as soon as possible after an accident has occurred, in order that a personal investigation may be made, should the necessity of the case demand it. As soon thereafter as possible, a full report should be forthcoming from the railroad company, and an accurate compilation maintained of all accidents.

## SIGNALING.

As compared with previous years, a remarkable activity has been displayed during the season just closed by the railroads in this State in providing signaling devices, in fact, the demand has been greater than the signal companies could furnish at once, owing also to the great demand in other parts of the United States, and consequently they are from six months to a year behind on their contracts.

Train order block signals of the semaphore type are rapidly taking the place of the common train order signal. The advantages of the semaphore signal are many and no comment is necessary.

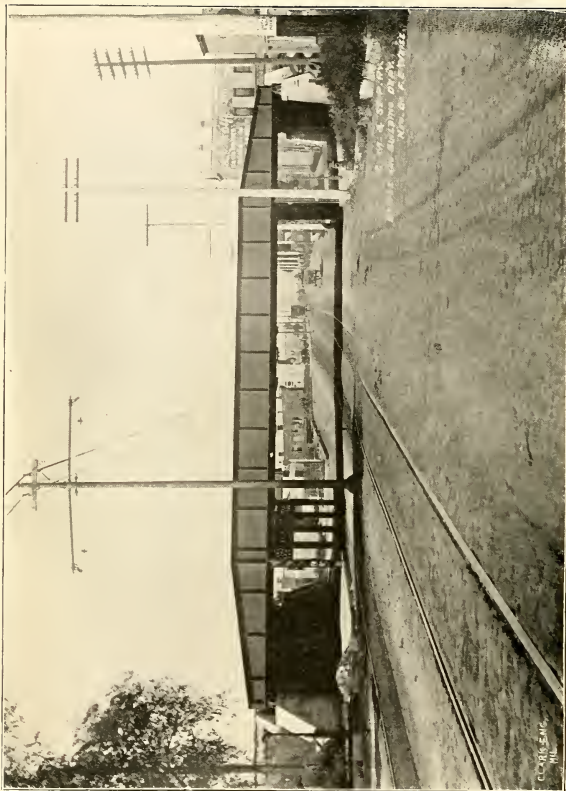
In the inspection of the lines during the season just closed, I have taken particular pains to note what roads were provided with block signals, of which mention is made in the Inspection Report. By referring to that report, it will be noticed that quite a number of roads have part of their lines equipped with block signals. They are of various kinds and their efficiency depends upon first, the kind and character of block signal, and second, the method adopted in connection with their use.

Those in use on the Metropolitan West Side Elevated Railway, where automatic stops were used in connection with the signals, are deserving of special mention from the fact that they have been in successful operation since February 1, 1896, and Mr. H. M. Brinkerhoff, Assistant General Manager of the M. W. S. E. Ry. Co., informs me that their block system has never failed to stop a train when a signal was disregarded, and they have never had an accident when operating under the protection of these signals.

The portion of the road protected by automatic block signals consists of the four tracks extending from the Chicago River west to the junction at Marshfield Avenue, a distance of about two miles, and the curves on their northwest line and Ogden Avenue, and just north of Division Street, and having in all a total of thirty-six (36) signals. The system averages about 24,000 signal movements per day with an average of 1.8 failures per day. During the month of November, just passed, there was a total of 730,776 signal movements with 56 failures. The word "failure" as here used is a misnomer in some respects. For instance they consider that a signal fails when it does not go to danger when the train passes, or fails to release when the preceding train left the block, in both of which cases the trains are stopped automatically when signals are passed in either of the above conditions, thus stopping the trains unnecessarily. In pursuing the inquiry further, I find that all motormen on the road are fined if they pass a signal at danger through negligence, and rather than suffer this penalty, a great number of such cases are reported as "failures," so that the actual number of failures is probably very much less than 1.8 per day.

Between December 1, 1898, and December 1, 1899, there have been issued by the Commission fourteen (14) permits authorizing the operation of new interlocking devices and twenty-six (26) permits covering renewals, changes and additions to existing interlocking systems, making a total of forty (40) permits in all. During the same time there has been approved in this office forty-nine (49) plans for new interlocking devices and thirty-three (33) plans covering renewals, changes and additions to existing plants, or a total of eighty-two (82) in all. Many of the more important lines have had a great deal of work under contract for the construction of interlocking devices at crossings, but owing to the inability of the contractors to do the work, the majority of it will not be completed until next year.





CHICAGO, MILWAUKEE & ST. PAUL RY. CO.—Four track plate girder bridge over sub-way spanning North avenue, Chicago. Width of road way 60 ft. clear with head room of 12 ft. 6 in. and sidewalks on each side of sub-way 20 ft. wide. This is typical of bridges built by this company where their tracks are elevated in the city of Chicago. Abutments are of concrete.

On or about January 1, 1899, the Union Switch and Signal Company, of Swissdale, Pa., which has erected a majority of the interlocking systems in this State, absorbed the National Switch and Signal Company, since which time there has practicably been but three contractors in the field who erect interlocking devices, namely: The Union Switch and Signal Company, and the Standard Railroad Signal Company, who erect mechanical devices, and the Rowell-Potter Safety Stop Company, designers of both mechanical and automatic devices, all of whom have been doing excellent work.

The erection of the automatic interlocking device at Hawley, constructed by the Rowell-Potter Safety Stop Company, where the main track of the St. Louis, Peoria & Northern R'y Company is provided with safety stops, and the two spur tracks of the Peoria, Decatur & Evansville R'y Company, which cross it, are provided with derails which are moved automatically, is a departure in signaling that is radical and unique so far as it is applied to a crossing, and is a subject of special mention in this report for the reason that it is the first one ever erected at a railroad crossing.

At the request of your honorable body the automatic devices constructed by the Rowell-Potter Safety Stop Company were the subject of an exhaustive report in 1898 by my predecessor, Mr. W. L. Tarnet. Since then I have carried the investigation on further, taking particular pains to note the operations of their devices under all conditions and circumstances, and I have no hesitancy in approving all that has been claimed for them, and would heartily recommend the use of their system in connection with interlocking devices, and more particularly in connection with block signals as being a safe and reliable device. The safety stop manufactured by this company is also used in connection with the block signals operated on the Metropolitan West Side Elevated Railway. During the time they have been in operation they have never had an accident nor has the device ever failed to stop a train when a signal has been disregarded.

Since the 7th of August, when the interlocking device at Hawley was put in service, I have taken particular pains to note its operation, and so far, nothing has occurred that would change my views concerning it. In connection with this, I present, without comment, a letter under date of November 20, 1899, from Mr. J. N. Faithorn, president and general manager of the St. Louis, Peoria & Northern R'y Company, in answer to an inquiry I made concerning its practical operation:

ST. LOUIS, PEORIA & NORTHERN RAILWAY CO.

ST. LOUIS, November 20, 1899.

F. G. EWALD, Esq., *Chief Engineer R. R. and W. H. Commission, State of Illinois, Springfield, Illinois.*

DEAR SIR:—Your favor of the 15th inst. reached me in due course, but I have been unable to make reply until today. The automatic interlocking device which you speak of, installed on this line at Hawley, has, in my opinion, fully fulfilled our expectations. As was to be expected, during the earlier days of the operation of the plant some minor difficulties were encountered,

but so far as I can judge nothing has developed indicating any fundamental defects. During the last sixty days, or so, the plant has worked with smoothness and reliability, and I know of no reason why it should not continue to do so. The difficulties spoken of above, as I understand it, were caused by slight defects in the construction, which actual experience developed, but an important feature is the fact that whenever such difficulties did develop they in no way impaired the plant from the standpoint of safety. A trifling inconvenience resulted in one or two instances, but always on the safe side, and this is really, to my mind, the great worth of the device. Should it fail at any time, and nothing is infallible, the failure in no way imperils the safety of trains. I feel that the installation of this plant marks a new departure in the matter of safety appliances for railroads.

Yours very truly,

[Signed]

J. N. FAITHORN,

*President and General Manager.*

For a full description of this device I would respectfully refer you to a copy of the report concerning its inspection which is appended hereto.

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## REPORT

CONCERNING THE INSPECTION OF THE INTERLOCKING DEVICE INSTALLED  
BY THE ROWELL-POTTER SAFETY COMPANY AT  
HAWLEY, ILLINOIS.

SPRINGFIELD, ILL., Sept. 14, 1899.

*Hon. Cicero J. Lindly, Chairman.*

DEAR SIR:—Owing to the absence from the State immediately after the inspection, together with press of other work upon my return, I have not found it convenient to present a formal report concerning the inspection of the interlocking device at Hawley until today.

On August 2d, in company with yourself and Secretary Kilpatrick, a formal inspection was made of the automatic interlocking device installed by the Rowell-Potter Safety Stop Company at Hawley, where the main track of the St. Louis, Peoria & Northern Railway Company crosses two (2) spurs of the Peoria, Decatur & Evansville Railway Company, as shown on the plans marked Exhibit "A" on file in this office.

As marking the first device of this kind in the world, where the principles of automatic interlocking with safety stops is applied to a grade railway crossing, a detailed description of this device at this time is very opportune. As you are well aware, the principle features of the Rowell-Potter device is the automatic brake setting apparatus as a substitute for derails. In this case there is a combination of both brake setting apparatus and derails, the track of the St. L., P. & N. R'y Co. being equipped with the brake setting apparatus, while the tracks of the P., D. & E. R'y Co. are provided with the customary derails, and all operated automatically, including all signals used in connection with the system.

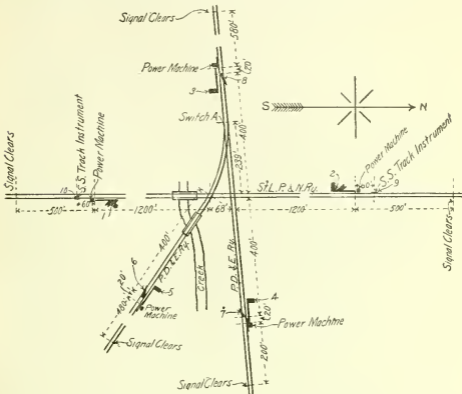


C. M. & S. P. B.  
 Bridge and Structural Steel  
 1000 S. Dearborn St.  
 Chicago, Ill.

CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO. C. & S. P. B. — Simple truss bridge over Rock River near Byron, Ill.



The St. L., P. & N. Railway is a single track road crossing two spurs of the P., D. & E. R'y Co., as shown in the diagram which here follows:



The spur tracks diverge from each other, being sixty (60) feet apart at the crossing, and join each other with a split switch two hundred and thirty-nine (239) feet west of the crossing. The crossing is located on the top of a hill, the grade on the St. L., P. & N. Railway being about thirty (30) feet to the mile in each direction from the crossing. The track of the St. L., P. & N. R'y Co., of course, is a high speed route, while those of the P., D. & E. R'y Co. are slow speed tracks.

By referring to the plan you will observe that the track of the St. L., P. & N. R'y Co. is provided with two (2) semaphores, each located twelve hundred (1200) feet in advance of the nearest crossing. Each semaphore has two (2) blades, the top one being the home signal and standing normally at danger, while the lower blade is a distant signal which stands normally at clear and is used as an indicator to give the engineer of an approaching train advance information as to whether or not the home signal will clear. Should the distant signal (indicator blade) stand at danger, it would be an indication that the opposing track was occupied and the home signal would not clear. By the use of this indicator blade the engineer of an approaching train is notified of danger as far away as he can see the signal.

The St. L., P. & N. R'y Co. have no passing track here, nor is it a meeting point for trains, and for this reason it was not considered necessary to operate each signal independently, and consequently both signals clear for a train in either direction, as it is necessary to drop both track instruments (safety stops) to allow a train to pass; it is equally true of the P., D. & E. signals, as it is necessary to close both derails.

The power for throwing the home signals and the track instruments (safety stops) or derails, as the case may be, which operate in conjunction with them, requires a pull of one hundred (100) pounds for each signal, and is furnished by a power machine which moves the signal by means of a crank and link connection with a pipe line.

This power machine is located close to the track near each signal. The seat of power resides in the horizontal cylinder, within which is wound a series of sixteen (16) spiral springs, each .032 x 1 in. x 15 ft. long, by means of which the power machine stores the energy generated by the undulations or deflections of the track rails caused by passing wheels.

The deflection of the track rails is utilized by a system of compound levers, as shown on plans on file in our office. On concrete foundation in the track and extending below frost line, there is placed a fulcrum, which carries a lever whose short arm comes in contact with the base of the track rail. The long arm of this lever carries a fulcrum on which rests a second lever, the short arm of which comes in contact with the base of the other track rail. The long arm of this second lever connects with the power machine by means of a link and winds the spiral springs through suitable ratchets. The design of the power machine is such that, having received from the deflections of the track rails the intended amount of energy or power, it automatically cuts itself out and prevents the introduction of any more, and when any of the energy has been used or exhausted it likewise automatically sets itself to work to replenish its store of energy.

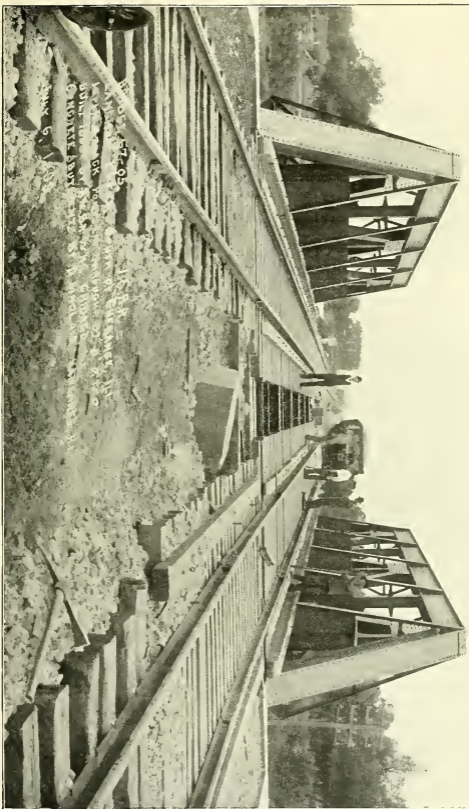
With the number and length of springs above stated, the cylinder is wound through twelve (12) revolutions before it is automatically cut out. In a single throw of the home signal and track instrument which works in conjunction with it, the cylinder unwinds through a half revolution, so that when fully wound the machine has a surplus capacity for twenty-four (24) movements. As every deflection of the track rails between the passage of car wheels or trucks exerts a winding force upon the machine, except after it has become fully wound, in which event it automatically cuts itself out, as above explained, there is no danger of the machine becoming unwound in service.

The amount of energy that can be stored ranges from that which would be exerted by one light spring up to that of a series of the strongest springs which could be wound by the weight of a passing train. To insure the operation of the power storing machine at all times, it is constructed to receive one hundred (100) per cent more power than is required, and is therefore, stored in a series of springs rather than in one, so that fifty (50) per cent would have to break before the machine would be useless, and it is fair to assume that inspection would reveal the fact of any breakage long before any such point was reached. The movement of this power machine is controlled by a mechanical and electrical lock of peculiar design, which unlocks the machine through an electric current.

The power for operating the distant signal, or indicator, is obtained from a miniature power machine called an indicator machine and mounted upon a bracket on the signal pole. This machine is wound by the rod that works the home or top signal. Every time the home signal is operated it stores energy in the indicator machine for the operation of the distant signal, or indicator blade. It also has an electric lock of the same construction as the standard lock for the ordinary sized power machine, and is equipped with a governor which cuts the winding apparatus out when the machine is full and cuts it in so as to wind when the machine is partially exhausted, substantially as the large machine does.

As stated before, the track of the St. L., P. & N. R'y Co. is provided with safety stops in lieu of derails. Referring to the track plan, it will be observed that the safety stops or track instruments are located on the track close to the outside of the rail and sixty (60) feet in advance of the semaphores. The track instrument, of course, works in connection with the corresponding signal and remains in a raised position until the signal clears. Should an approaching train fail to receive a "clear" signal, the track instrument in its raised position engages a piston of the engine equipment, which is pushed up, thereby opening a valve in a branch of the train pipe, releasing the air and applying the brakes.

Next in order for use of the brake setting apparatus on the track of the St. L., P. & N. R'y Co. is the engine equipment, which is located on the pilot of the engine and on either side of it. While this equipment is very strong and simple in its character, its operation is very delicate and susceptible to the



ILLINOIS CENTRAL R. R. CO.—Double track bridge over Langham creek South of Chebanse, Illinois.



lightest touch. In order to prevent it coming in contact with foreign articles or substances at road crossings, this equipment has been ingeniously protected, making it impossible for the engine equipment to come in contact with anything but the track instrument. The St. L., P. & N. R'y Co. have a total of sixteen (16) engines, all of which are equipped in this manner.

Now, turning to the tracks of the P., D. & E. R'y Co., it will be observed from the plan that derails are located the customary distance from the crossing, which is four hundred (400) feet in each case. These derails are operated automatically in conjunction with the signal by the same kind of a power machine as operates the track instruments and signals on the St. L., P. & N. R'y Co.'s track. The method of energizing the power machine is somewhat different, owing to the fact that most of the trains over this track consist only of an engine and one or two cars and the deflections of the track rails might not exert a sufficient number of winding turns upon the machine. For this reason a tread bar is used and placed along side the rail and raised slightly above it and communicates its motion to rocker shafts which work torsionally upon the winding machine.

In each case a signal is located twenty (20) feet in advance of the derail. These signals are exactly like those on the track of the St. L., P. & N. R'y Co., with the exception that they are not provided with distant signals, or indicator blades.

The movement of the derails and signals on the two (2) spurs beyond or east of the switch depends upon the position of the switch points. Should the switch be set for the straight track the derails and signals would clear for that particular route, but should the switch be thrown for the track that diverges from the straight one, then the derails and signals would clear for that route.

On the location of the switch depends which two signals and derails operate automatically and conjointly with each other. When the signal is at "danger" the first half of the stroke closes the derail and the second half of the stroke locks it and moves the signal to safety; on the reverse movement the derail is unlocked and the signal is carried to "danger" during the first half of the stroke and the derail is opened during the second half.

Now, with reference to the method of operation, I would first call attention to the fact that all of the track is bonded, all automatic movements being made through track circuit. The limit of control of all the signals in this installation is indicated by the points marked "signal clear" on the various tracks, as shown on the track plan above. Assuming now that no train occupied the circuit on the P., D. & E. tracks, the engineer on the approaching train on the track of the St. L., P. & N. R'y Co. would find the distant signal, or indicator blade, at "clear," which would indicate to him that no train was occupying any of the opposing tracks and that the home signal would clear for him when he arrived at a point five hundred (500) feet in advance of it; thus, as the home signal clears it also drops the track instrument, allowing the train to proceed over the crossing, and after it has passed out of the circuit the signals immediately go to "danger." However, should the track on the P., D. & E. be occupied, the distant signal on the track of the St. L., P. & N. would immediately go to "danger," and on approaching the crossing the engineer of the train on the St. L., P. & N. track would be forewarned that the opposing track was occupied, and if he did not shut off steam and set his brakes, the track instrument would set his brakes for him.

The operation of the signals and derails on the tracks of the P., D. & E. R'y are similar to the automatic movements on the opposing track, with the exception, as above stated, that the signals are not provided with indicator blades owing to the fact that these tracks are slow speed. A train approaching from the west on the track of the P., D. & E. R'y would throw automatically through track circuit the derail and clear the signal west of the crossing at a point five hundred and eighty (580) feet in advance of said signal, and conjointly with that automatic movement it would throw the derail and signal east of the crossing in one track or the other, depending on the location of the switch. As in the case of the signals on the track of the St. L., P. & N. R'y Co. the derails open automatically and signals go to "clear" as soon as the train has left the circuit at points marked "signal clears." The reverse movement (from east to west), of course, operates in the same manner.

The circuits which operate the St. L., P. & N. Ry. signals are controlled both by the P., D. & E. relays and the P., D. & E. signals, so that should a P., D. & E. signal fail to go to "danger" and open the derail the full stroke, the St. L., P. & N. signals would not "clear" even though all the P., D. & E. relays should properly recover.

The circuits which control the P., D. & E. signals are in like manner controlled by both the St. L., P. & N. relays and signals, so that should either of the St. L., P. & N. signals fail to make their complete movement to danger, none of the P., D. & E. signals could clear.

On the day of the formal inspection, August 2, 1899, we had in use a train on the track of the St. L., P. & N. Ry. Co. composed of an engine properly equipped, a baggage car and an officers' car. The P., D. & E. Ry. Co. furnished an engine for use on their track.

The first test consisted in operating the various signals and brake setting apparatus or derails, as the case may be, on each track. While these tests were being made, no train was allowed to occupy the circuit of an opposing track.

The second test consisted in ascertaining how close the St. L., P. & N. train would approach the crossing while the opposing track was occupied. Several runs were made from each direction, the train starting about two miles from the crossing and approaching the signal at the rate of about 50 miles per hour with the engine working steam until the train had passed the signal. In each instance, the engine equipment came in contact with the track instrument or brake-setting apparatus which effectually did the work it was designed to do and stopped the train within four hundred (400) feet of the crossing.

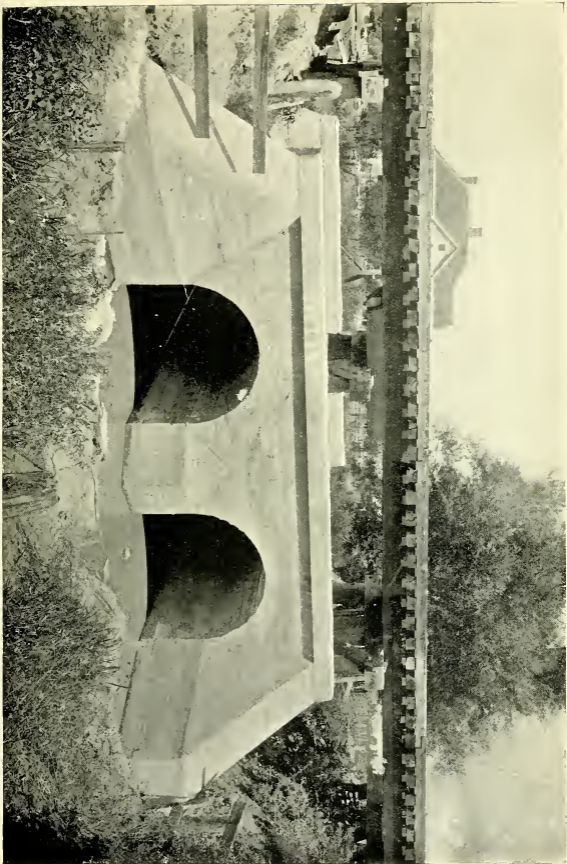
In every test made, the various functions worked admirably and without failure. During these tests, while one circuit or the other was occupied, it was impossible for any train on the opposing track to clear a governing signal.

On September 6th the Rowell-Potter Safety Stop Company gave a public exhibition of the operation of the device. Of the invitations sent out, some two hundred railroad men availed themselves of the opportunity to witness the operation of an automatic interlocking device that was new to them and a veritable novelty so far as being applied to a grade crossing.

During this exhibition various tests were made as during the formal inspection on August 2d; the P., D. & E. Ry. Co. providing an engine for use on their track, and the train on the track on the St. L., P. & N. Ry. Co. consisting of an engine, baggage car and three coaches. Two trials were made with this train in an attempt to reach the crossing and disregard the signals while the track of the P., D. & E. Ry. Co. was occupied. You remember, as being one of the committee, together with Mr. R. S. Kayler, Commissioner of Railroads and Telegraphs, State of Ohio, and Mr. D. J. Palmer, of the Iowa Commission, who were appointed by the visiting party to ride in the cab of the engine and see that the brakes were not applied by the engineer. In two trials with this train running at a speed of 50 miles per hour, the brakes were promptly applied by the safety apparatus in the track, bringing the train to a stop at a distance of 930 feet in one case and 900 feet in the other, or approximately 300 feet from the crossing. In both trials, the engine continued to work steam for some little time after the brakes had been applied automatically and the speed of the train considerably reduced, when the throttle was closed by the engineer. Trials were also made of the operation of the derails and signals on the P., D. & E. track under conditions which arise in actual practice, and in all respects the system worked with entire satisfaction.

The principle of automatically applying train brakes is new only so far as it is applied in connection with interlocking devices at grade railroad crossings. It has been in use in connection with block signals since 1892 and so far as I have been able to learn from diligent inquiry, their use is giving entire satisfaction.

A critical examination of the mechanism used in connection with the device at Hawley shows all parts ingeniously designed and substantially constructed.



LAKE ERIE & WESTERN RY. CO.—Bridge No. 775; double 6 ft. arch, concrete masonry near Rankin, Illinois.



The installation of the entire system was performed in a substantial and workmanlike manner, and confirming my verbal recommendation at the Board meeting on August 3d, I again recommend that each road be allowed to run the crossing and that permits be issued to each in accordance therewith.

(At a regular meeting at the office of the Commission in the city of Chicago on August 3, 1899, the Commission formally approved the above mentioned device. Permits were issued on August 7, 1899.)

Respectfully submitted,  
[Signed] FRANK G. EWALD,  
Consulting Engineer.

For the information of the Commission I present herewith a tabulated statement of derailments that occurred at interlocking systems for the period from December 1, 1898, to December, 1, 1899.)

CONDENSED STATEMENT OF DERAILMENTS AT INTERLOCKING SYSTEMS  
BY MONTHS.

December 1, 1898 to December 1, 1899.

Months.	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Remarks.
December, 1898.....	6	2	.....	2	.....	.....	4	14	.....
January, 1899.....	9	1	1	1	.....	.....	1	13	.....
February, .....	9	1	.....	.....	1	.....	.....	11	.....
March, .....	8	.....	.....	.....	.....	1	1	10	.....
April, .....	5	1	2	.....	.....	.....	.....	8	.....
May, .....	10	.....	.....	1	.....	.....	5	16	.....
June, .....	8	1	3	1	.....	.....	1	14	.....
July, .....	9	.....	.....	.....	1	.....	2	12	.....
August, .....	9	.....	.....	.....	.....	.....	.....	9	.....
September, .....	11	.....	.....	.....	2	.....	3	16	.....
October, .....	19	2	.....	.....	.....	.....	1	22	.....
November, .....	22	.....	1	.....	.....	.....	.....	23	.....
Total.....	125	8	7	5	4	1	18	168	.....

NOTE—Column No. 1 indicates derailment caused by train running against signals.

Column No. 2 indicates derailments caused by towerman taking signals away from train, or throwing switch under train.

Column No. 3 indicates derailments caused by defective interlocking functions, or defects in signaling.

Column No. 4 indicates derailments caused by defective track.

Column No. 5 indicates derailments caused by defective rolling stock.

Column No. 6 indicates derailments caused by collision or trains parting on same track.

Column No. 7 indicates derailments where cause is unknown.

Column No. 8 indicates total number of derailments.

It will be noted that the total number of derailments, for a period of one year, foots upon an aggregate of 168. Those appearing in columns Nos. 1, 2 and 3 are derailments that have a direct concern in connection with the interlocking device and foot up a total of 140 derailments. Column No. 1 which indicates derailments caused by trains running against signals, foots up a total of 125 and is altogether out of proportion to good results expected of safety devices at crossings. To be sure quite a number of these derailments occurred to switch engines and freight trains of unimportant character, but a number of them have been passenger trains; and while there has not been a large number of people injured, a considerable amount of damage was done, and it shows carelessness on the part of trainmen on some roads when we take into consideration that 125 derailments

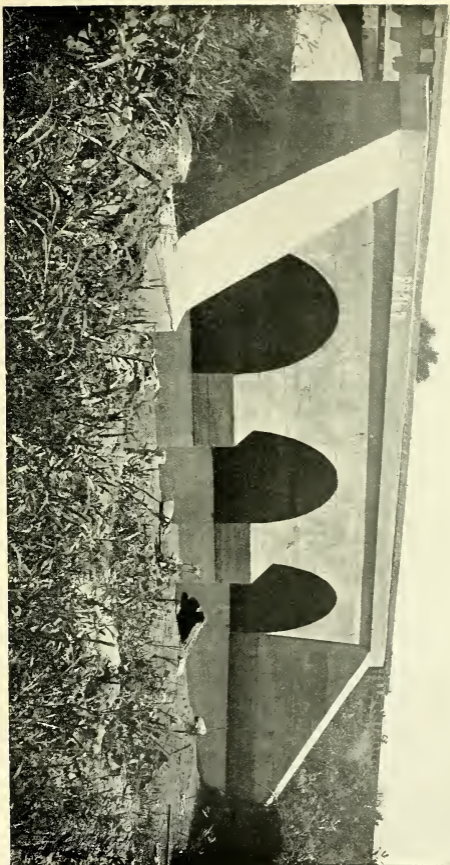
were caused by trains running against signals. In one instance, while a freight train of the Illinois Central R. R. Co. was standing on the crossing at South Elmhurst, a freight train of the Chicago Great Western Ry. Co. which was approaching on the opposing track ran by the signal, was derailed of course, and cut the Illinois Central train in two, doing great damage to equipment of both companies in addition to wrecking the tower and interlocking device. It is claimed on the part of one company that the trainmen of the C. Gt. W. Ry. Co. disregarded the signal and the C. Gt. W. Ry. Co. claim that the signal was taken away from them. A similar accident happened to a fast passenger train on the Wabash Railroad at Fairmont, although in this case, there was no dispute as to the position of the signal. These derailments force upon us this fact; the more the human agency, which is not infallible, can be aided or supplemented with automatic devices of practical value, no matter in what branch of the operating department it may be, the less will become the number of accidents, and in my opinion, the nearer will we reach the plane where accidents of this character will be reduced to a minimum.

Up to December 1, 1899, there have been issued by the Railroad and Warehouse Commission, 173 permits authorizing the operation of interlocking systems at railroad crossings. The use of five (5) of these interlocking systems has been permanently discontinued, thus leaving a total of 168 in operation which have a total of 4,352 working levers and a total capacity of 5,203 levers. A complete statement of the interlocking devices in this State for which permits have been issued, will be found following the inspection report.

#### CONCERNING INSPECTIONS.

As a result of the inspections made during the season just passed, in all of which I accompanied the Commission, twenty-seven (27) railroads were inspected: twenty-three (23) of them being steam roads and four (4) of them elevated roads. These twenty-seven (27) roads operate a total of 6,626.9 miles in this State. It is gratifying to note the continued progress that is being consummated in the way of permanent improvements and the substantial manner in which many of the railroads are being placed.

The engineer of not so many years back, who located railroads with a view of securing a good ground line for his profile so that his road might be constructed as cheap as possible, irrespective of the cost of operation, now finds it an entirely different problem; it is not how cheap the line can be constructed, but is now a matter of grades and tonnage, if he desires the road to be in position to meet active competition. For this reason, immense sums of money are being expended, by several railroad companies in this State in changing alignment and reducing grades to a basis where they can realize the full capacity of their motive power. Take for instance the condition a number of railroad companies found themselves in when providing new power, say of fifteen hundred tons capacity, save perhaps on account of one grade which reduced the tonnage say to ten



LAKE ERIE & WESTERN RY. CO.—Bridge No. 767; double 8 foot arch; arch concrete masonry; near East Linn.



hundred tons. The remedy therefore is to cut down the grades in order to realize full capacity of the motive power, if they would keep pace with keen competition.

In track construction, among the improvements noted is placing the nuts of track bolts inside of the track instead of outside. The chief advantage in this is convenience and saving of time for the track inspector.

In my last report I made some mention in regard to joint fastenings, and as a result of the inspections made during the season just closed, I note that several of these lines have been experimenting with patent joint fastenings of various kinds, with the result that several roads have signified their intention of adopting one kind or another instead of angle bars for all new work. This is an improvement in the right direction, but taking everything in consideration there is, in my opinion, but one joint fastening that does all that is claimed for it.

While the equipment of most of the roads in this State, is, generally speaking, in first-class condition, there might be additions and improvements made in the way of providing toilet facilities in passenger coaches. The closets should be larger and lighted at night. The expense in maintaining these little facilities is trifling as compared with the comforts derived by the patrons of the road.

The report in detail of the inspection of each road will be found immediately following this report to which your Honorable Body is respectfully referred.

#### ANNUAL REPORTS.

In assisting the Secretary in the work of compiling the statistics from the annual reports submitted by the railroads, I found, with a very few exceptions, more or less information missing in all reports, and in order that the statistics might be as complete as possible, considerable time was consumed by correspondence in securing the necessary data. Our principal trouble is with that part of the report where it refers to earnings and expenditures in Illinois. Where actual figures can not be given, the instructions are that figures shall be returned on "train mileage basis," but when no train mileage is returned, as was the case with a few of our largest lines in the State, coupled with the statement that they could not furnish it, the information pertaining to this important part of the statistics is therefore unreliable and incomplete.

Another point in connection with earnings and expenditures for Illinois is where some of the interstate roads charge terminal facilities in full against the expenditures in this State which facilities ought to be considered as common to the entire systems (with few exceptions) and the terminal charges under expenditures made proportional.

The data called for in our blank forms with respect to mileage is the same as that called for in the reports of the Inter-state Commerce Commission. Under 1-B., Branches and Spurs, the railroads have

the privilege of entering length of spur tracks where they are used for traffic purposes only, but we have in our report, as returned by some railroads, some 200 miles of track that are nothing more nor less than commercial or industrial tracks, and I can't see where such tracks have any place with the mileage of main line and branches. It is very seldom that such tracks represent any capital stock or funded debt, and in my opinion where tracks of that nature are not actually considered as branch lines and not represented by capital stock, no entry should be made under this heading.

As suggested, the data of the elevated and electric lines has been compiled separately. Partly for the want of time to prepare tables especially fitted for elevated and electric lines, and partly to show forcibly the necessity for compiling the statistics of the elevated and electric roads in a somewhat modified form, the various tables under which the data is compiled, correspond to the tables under which the data of steam roads is compiled.

#### RECOMMENDATIONS.

Without commenting in detail as to the necessity for placing all electric street car lines under the jurisdiction of the Railroad and Warehouse Commission, State supervisions of these roads, which are rapidly assuming the functions of steam roads, is urgently required.

I would also call attention to the necessity of such legislation as would prevent the construction of new roads in this State until the necessity for the same, including details as to the manner of crossing highways and railroads, has first been passed upon by the Commission. Such legislation is not new in this country, and in England it has been in force for many years. The reasons for such supervision are many and would give beneficent results.

Although the Legislature does not meet for a little over a year hence, it may not be inappropriate to recommend at this time, such legislation as would be equitable to all concerned.

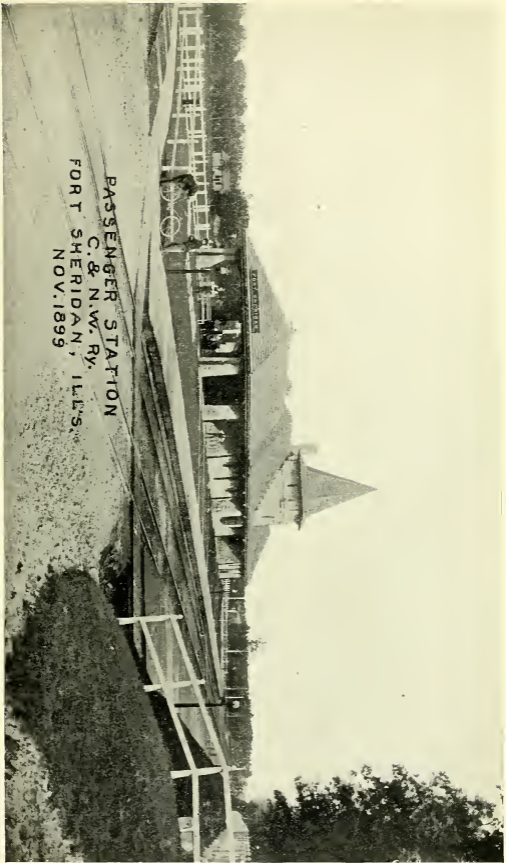
Respectfully submitted,

FRANK G. EWALD.

*Consulting Engineer.*

PASSENGER STATION  
C. & N.W. RY.  
FORT SHERIDAN, ILLS.  
NOV. 1899

CHICAGO & NORTHWESTERN RY. CO., MILWAUKEE DIVISION.—Passenger Station at Fort Sheridan, Illinois.





## REPORT CONCERNING THE PHYSICAL CONDITION OF RAILROADS INSPECTED DURING THE YEAR 1899.

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### BELT RAILWAY COMPANY OF CHICAGO.

This road operates no passenger trains and does only a switching or transfer business over tracks leased from the C. & W. I. R. R. Co., amounting to 21.31 miles and extending from South Chicago to Cragin, all located within the limits of the city of Chicago. With the exception of a few coal and caboose cars owned by this company, it leases all of the equipment in use from the C. & W. I. R. R. Co.

The road operated by this company is double track and laid with 65-lb. steel with broken joints on oak ties and ballasted with gravel, cinders and slag. Split switches with stiff frogs are in use. Considering the amount of traffic passing over the road the track is in very good condition.

They cross two (2) railroads overhead and cross eight (8) street railways and thirty (30) highways or streets at grade. Of the fourteen (14) grade railroad crossings, six (6) of them are interlocked. No block signals in use.

### CENTRALIA & CHESTER R. R. Co.

This road was placed in the hands of a receiver during the year 1897 and extends from Chester to Salem, it having an ownership of 99.5 miles between those points. The construction of this road began in the year 1888 and the last stretch of it extending from Branch Junction to Salem, was built during the years 1897-1898 by the receiver. It is a single track road, 20 miles of it being laid with 75-lb. steel and the balance with 60-lb. steel, all laid with broken joints on oak ties. This rail is all in good condition with the exception of that part of the line between Branch Junction and Salem, which was laid with second-hand steel in 1896, when that part of the line was constructed and is badly surface bent. Generally speaking, the track was in good line and excellent surface for a mud track at the time we passed over it. Split switches with stiff frogs and Johnson switch-stands are in use and all in first class condition.

### BRIDGES.

All of the bridges on the line are of wooden character, and while a good many renewals and repairs have been made by the receiver and are in good and safe condition so far as their carrying capacity is concerned, the inspection revealed the fact that the bridge ties were not fastened with guard rails except in a few instances. Should a car become derailed on approaching a bridge where the ties are not properly fastened with guard rails, the tendency would be to bunch the ties when the derailed car struck the bridge, and most likely the cars in the train following it would be precipitated to the ground through the opening in the bridge made by the derailed car. If employes and passengers escaped injury or loss of life should an accident of this kind

occur, there still remains the contingency of loss of property which would foot up into hundreds or more likely thousands of dollars that would pay for equipping many bridges with guard rails. No bridges on this line are equipped with iron guard rails for the purpose of preventing a derailed car approaching a bridge from running off the ties and keeping it on the track at least until it passed over the bridge. These guard rails are usually of "T" rail laid between and ten (10) inches from the gauge side of main track rail. No barrels provided with water in case of fire was noticed at any of these bridges.

#### SIGNALING.

The road crosses 76 highways or streets at grade, and of six railroads crossed at grade, three of them are interlocked. No block signals are in use.

#### STATIONS.

With the exception of only a few stations there are none that may be considered in good condition. None of the stations are provided with train order signals, but as the traffic on this road is light, there does not appear to be a necessity for any.

#### CONCLUSION.

Since the road has been in the hands of the receiver its condition has steadily improved. A considerable portion of the right of way, however, is still unfenced and at the time we passed over the line, which was during the month of October, evidence was at hand that the right of way was not kept clean of weeds. Aside from the defects with reference to guard rails on bridges, the track was in good line and surface and for a mud track road it was in excellent and safe condition.

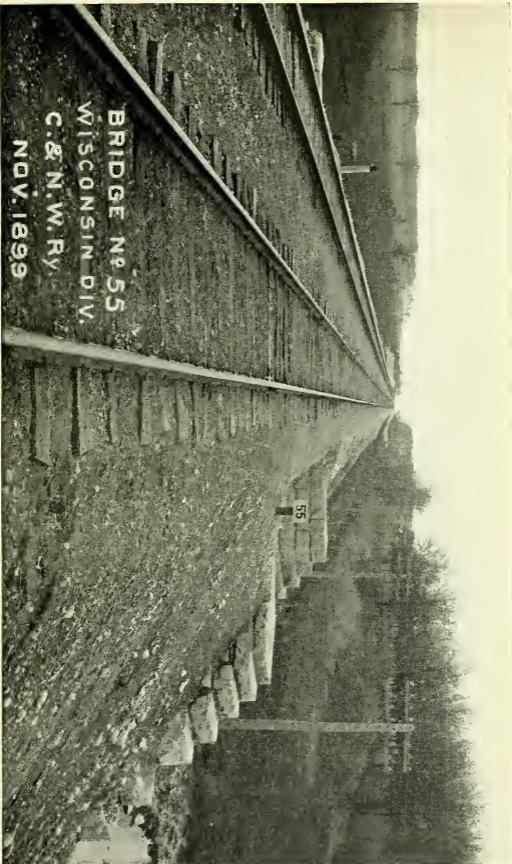
#### CHICAGO & NORTHWESTERN RY. Co.—TRACK.

*Galena Division, Main Line.*—The main stem of the Galena division, which is a part of the Council Bluffs and Omaha line, extends westward from Chicago across the State of Illinois to Clinton, Iowa. Between these points it is a double track road, laid with 90-lb. steel rails, with even joints on oak ties. The joints are suspended and fastened with angle bars of suitable weight, with the addition of iron plates about  $\frac{1}{2}$ -inch thick, placed underneath the joint. Each plate is provided with four (4) spike holes properly located so as to coincide with the slot in the angle bar. The track is well ballasted with gravel and in first-class line and surface.

Split switches with spring rail frogs and the improved Ramapol stands are standard on this line. Semaphore signals are operated manually in connection with all facing point switches and cross-overs at outlying points, or where the switches are located not far from the end of a curve. These semaphores are usually located from one thousand to fifteen hundred feet from the switch it governs.

*Galena Div., Aurora Branch.*—This line extends northward from Geneva a short distance to St. Charles and southward to Aurora. It is a single track line laid with 60-lb. steel, with even points on cedar and oak ties, and fastened with angle bars of suitable weight. Split switches with stiff frogs and the old style circular switch stands as well as a few Ramapol stands are in use. This line is also ballasted with gravel and the track is in fairly good line and surface.

*Galena Div., Spring Valley Branch.*—This branch extends southward from DeKalb to Spring Valley, from which point the C. & N. W. Ry. Co. receives the major part of their coal supply. It is a single track road and is laid with 60-lb. steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches on this branch have split points, stiff frogs, with



CHICAGO & NORTHWESTERN RY. CO., WISCONSIN DIVISION.—surface view of double track over gravel ballasted plate girder bridge No. 55.



both the old style circular stands and the Ramapol stands. This track is also well ballasted with gravel and cinders and is maintained in good line and surface.

*Galena Div., Northern Illinois Line.*—This line is also a single track road and extends northward from Courtland and DeKalb into Wisconsin, the line leaving the State near Beloit, Wisconsin. The track is laid with 60-lb. steel with even joints and fastened with angle bars of suitable weight. Cedar ties are used on tangents and oak ties on curves. All switches are constructed of split points, stiff frogs, with the use of both the old style circular stands and Ramapol stands. The track is well ballasted with gravel and is maintained in an excellent condition.

*Galena Div., Freeport Line.*—This is also a single track line and extends northwesterly from West Chicago to Freeport, which is the end of the line. This track is laid with 65 lb. and 72 lb. steel, with even joints and fastened with angle bars of suitable weight, with the addition of a  $\frac{1}{2}$ -inch iron plate underneath each joint. Cedar ties are used on tangents and oak ties on curves. Split points with stiff frogs and Ramapol stands are in use. The track is well ballasted with gravel, but taking into consideration the weight of rail in use and fastenings of approved character, the track does not appear to be in as good surface as the track of the other more important lines passed over. This no doubt is due to a great extent to the great amount of traffic passing over the line, the track of which is laid with cedar ties without the use of tie plates. However, it is in good and safe condition.

*Galena Div., Fox River Line.*—This line extends northward from Fox River Junction to Lake Geneva and crosses the State line near Genoa Junction, Wisconsin. It is a single track road, laid with 60 lb. steel, with both even and broken joints. Cedar ties are used on tangents and oak ties on curves. Split points with stiff frogs are used in all switches which are maintained in an excellent condition. The road is ballasted with gravel, is in good line and in fairly good surface.

*Wisconsin Div., Main Line.*—The main line of the Wisconsin division extends northwesterly from Chicago and touches the State line near Capron. With the exception of about five (5) miles of their main track extending from Clybourn Junction (Chicago) to Mayfair (Chicago), the road is double track from Chicago to Harvard and single track for the remaining distance. The track is laid with 80-lb. steel and 90-lb. steel, with even joints on oak ties. The joints are fastened with angle bars of suitable weight, with  $\frac{1}{2}$ -inch iron bed plates placed underneath the joints, as is done on the Galena division. All switches are provided with split points, spring rail frogs and the improved Ramapol switch stand, and are maintained in an excellent condition. The track is well ballasted with gravel and is in first-class line and surface.

*Wisconsin Div., Kenosha & Rockford Line.*—This line extends northeasterly from Rockford to Kenosha and strikes the State line near Genoa Junction. It is a single track road, laid with 60-lb. steel with even joints. Cedar ties are used on tangents and oak ties on curves. Split switches, stiff and spring frogs and the old style circular stands with some Ramapol stands, are in use and maintained in an excellent condition. The track is well ballasted with gravel and is in good line and surface.

*Milwaukee Div., Main Line.*—The main line of the Milwaukee division is the C. & N. W. Ry. Co.'s direct route to Milwaukee and Northern Michigan, extending northward from Chicago close to the shore of Lake Michigan, and touching the State line near Spring Bluff. With the exception of about four and one-half ( $4\frac{1}{2}$ ) miles of third main track extending from Deering (Chicago) to Rose Hill (Chicago), it is a double track road. The track is laid with 80-lb. steel, with even joints on oak ties, the joint fastenings being the same as those in use on the main lines of the Galena and Wisconsin division. The switches are all provided with split points, spring rail frogs and Ramapol stands and maintained in first-class condition.

The track is ballasted with gravel, but is now being reballasted with slag obtained from the North Chicago Mills, Chicago, Illinois. Aside from making good ballast, this slag is of a greenish hue and makes a very handsome looking track. The track on this line is in excellent line and surface and is maintained in first class condition.

*Milwaukee Division, Mayfair Cut off.*—The Mayfair Cut-off is a double track line extending from Mayfair (Chicago) to Evanston, and with the exception of one passenger train a day each way is used entirely for freight traffic. The track is laid with 70-pound steel with broken and even joints on oak ties. The joint fastenings are like those in use on the main line. Split switches, spring frogs and Ramapol stands are in use. The track is well ballasted with gravel and is in excellent line and surface.

#### BRIDGES AND CATTLE GUARDS.

With the exception of one (1) wooden bridge on the main line of the Galena division, the bridges on all the main lines of the C. & N. W. Ry. Co., in this State are of permanent character and maintained in first class condition. There is presented in connection with this report, half tone plates of double track bridge No. 55 located on the Wisconsin Division, showing surface and side views, and which is deserving of special mention. The views are self explanatory and show a plate girder bridge with a tight floor and the track lying on a bed of gravel, thus giving a continuously ballasted track. It shows a bridge of substantial and permanent character and is one of a few bridges of this character in use on this system, the adoption of which gives an unbroken track that makes very smooth riding.

While there are a great number of bridges of permanent character on the branch lines in this State, the major part of the bridges are of wooden character, but all appear to be in first class condition and well maintained. Most of the iron bridges are provided with iron guard rails; none of the wooden bridges are so provided that I noticed. The wooden surface cattle guards are standard on the C. & N. W. system and are in use on all lines. On the Spring Valley branch, however, there are also some open cattle guards in use.

#### SIGNALING.

On the line of this system there are 44 overhead highway crossings and 10 overhead railway crossings and it crosses 709 highways and streets at grade, 21 street railways at grade, and 38 grade railroad crossings, of which 17 are interlocked. There have been issued to the C. & N. W. Ry. Co., however, 22 permits up to December 1, 1899, covering the use and operation of interlocking devices which include those in use at junction points and yards.

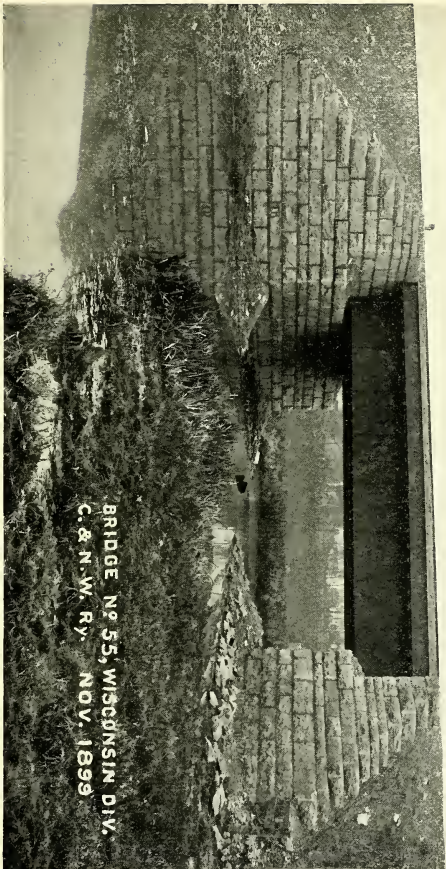
The main lines of the various divisions are provided with block signals, as follows, viz:

#### *Galena Division—Main Line.*

Westinghouse automatic pneumatic signals, Chicago to W. 40th street.....	4.75 miles
Hall automatic block signals, W. 40th St. to W. Chicago .....	25.25 miles
Manual block signals, W. Chicago to Clinton.....	109.1 miles
Total number of miles of line equipped with block signals.....	139.10 miles

#### *Wisconsin Division—Main Line.*

Westinghouse automatic pneumatic block signal, Chicago to Clybourn Jet....	2.9 miles
Hall automatic block signals, Clybourn Junction to Barrington.....	28.7 miles
Manual block signals, Barrington to Harvard Junction.....	31.1 miles
Total number of miles of line equipped with block signals.....	62.7 miles



BRIDGE NO. 55, WISCONSIN DIV.  
C. & N. W. Ry. NOV. 1899



*Milwaukee Division—Main Line.*

Westinghouse automatic pneumatic block signals, Chicago to Deering.....	3.5 miles
Hall automatic block signals, Deering to Waukegan.....	32.5 miles
Manual block signals, Waukegan to State line.....	10.0 miles
Total number of miles of line equipped with block signals.....	46.0 miles

The pneumatic block signals on the Wisconsin and Milwaukee Divisions were in course of construction during the month of November when the inspection was made. The manual blocks are operated from station to station, except where the distance between stations is too extraordinarily long, in which event intermediate stations are located. Green lights are used at night to show clear position of all main track switches and signals.

## STATIONS.

The main line of all divisions in this State are generally provided with station buildings of elegant and substantial character. As evidence of this statement, there is shown in connection with this report, several half tone plates of stations on the line of this road. The station buildings on the branch lines are also, generally speaking, in excellent condition and well maintained. While the most of the platforms at stations are of wooden character, they have a great many platforms made of macadam, and a few of brick, which I understand, have been adopted by this road as standard.

All stations on the main lines are provided with semaphore train order signals, which also serve as manual block signals on that part of the lines where that form of block signals are in operation. As stated before, these signals are position signals for day use and color signals for night use, using a green light for "clear," and are normally at "danger." All stations on the branch lines are also provided with train order signals, being those commonly known as train order boards and are of two different styles, and show red day and night for "danger" or "stop," and white or neutral for "clear." With the use of these train order boards trains are blocked ten (10) minutes apart and then allowed to proceed.

The main shops of the C. & N. W. R'y Co. are located at West 40th street, Chicago. These shops are quite extensive in character and appointment. Over two thousand machinists and shopmen are annually employed.

## RIGHT OF WAY.

The ditches on all lines are maintained in a neat and clean condition, without which good drainage can not be secured, which is one of the requisites for good track. The right of way also is maintained in a very clean and neat condition.

The fence along the right of way is also maintained in a first-class condition. Although most of their fence is barbed wire fence commonly in use, they have a great amount of woven wire fencing of three different makes fastened to cedar posts. This fence appears to be giving good satisfaction, and I understand that it has been adopted by this company as standard.

## CONCLUSION.

During the past three or four years the C. & N. W. R'y Co. has elevated the tracks of all divisions, including their Rockwell street line, for a considerable distance within the limits of the city of Chicago, thus eliminating several grade street crossings and not only allowing its trains to be operated at a safer and higher rate of speed, but also provides against the dangers of crossing accidents. (Further information in regard to amount elevated, etc., will be found in a tabulated statement in my annual report.

—E. R.

The third main track on the Wisconsin division, extending from Clybourn Junction to Mayfair, 5 miles, and the third main track on the Milwaukee division, extending from Deering to Rose Hill, 4½ miles, are treated as express tracks, and through southbound trains have the right to use this track in the morning and through northbound trains in the evening. These third main tracks being located on that part of their respective divisions which is elevated, there is no delay to the through trains, nor do they interfere with the operation of the suburban or local trains which use the two outside tracks. On the whole, the service given by the C. & N. W. R'y Co. in and out of Chicago has greatly improved since the completion of the track elevation.

The road is well provided with crossing, station, whistle and other signs used for various purposes. A great many of the commercial tracks, where the grade is used as to require it, are provided with derailing switches. Guard rails in switches are fastened by means of spiking, and blocking is provided for all switches. While their switches are both trailing and facing, on double track, cross overs are usually put in trailing. The equipment of this system is, generally speaking, first-class and maintained in excellent condition.

The C. & N. W. R'y Co. owns 593.97 miles of road in this State, and taking all things into consideration, it can be truly said to be a first-class road in every respect and may justly be considered one of the best in the country.

#### CHICAGO & WESTERN INDIANA R. R. CO.—TRACKS.

The C. & W. I. R. R. Co., strictly speaking, is a terminal company, and in a sense, is operated by the tenant companies that use its terminal facilities in Chicago. The tenant companies using these terminal facilities are the A., T. & S. F. R'y Co., C. & E. I. R. R. Co., C. & E. R. R. Co., C. & G. T. R'y Co., C., I. & L. R'y Co., and the Wabash R. R. Co. The line of this company lies wholly within the State of Illinois, the larger part of it lying within the city limits of Chicago. The line comprises a total of 48.58 miles, of which 6.84 miles is leased to the C. & E. I. R. R. Co. and 21.31 miles to the Belt R'y Co. of Chicago, leaving 20.43 miles operated by this company.

Of the 48.58 miles of track owned, 43.83 miles is double track, with the addition of 9.75 miles of third main track and 9.75 miles of fourth main track and 106.9 miles of yard track and sidings. That part of the line operated from Chicago to Oakdale (Chicago) is laid with 80-pound steel laid with broken joints, and the line operated between Hammond Junction and State line is laid with 80-pound steel and some 66 pound steel, all with even joints and on oak ties and fastened with angle bars of suitable weight.

On the main line extending from Chicago to Oakdale (Chicago) all of the main line switches are provided with split points and some spring rail frogs, but the most of them are stiff frogs. It is the ultimate intention, however, to use spring rail frogs in the future in all main track switches. The switches on the line extending from Hammond Junction to State line are equipped with split points and stiff frogs.

The track is well ballasted with crushed stone and slag, 1.71 miles being ballasted with sand. Considering the vast amount of traffic passing over their tracks, they are maintained in good line and surface.

#### BRIDGES AND CATTLE GUARDS.

This road has only two (2) bridges of steel construction and three (3) wooden trestles, all of which are maintained in good condition. Surface cattle guards are used in the few cases when they are necessary.

#### SIGNALING.

Of the nineteen grade railroad crossings, nine of these are interlocked, and such interlocking devices as are in charge of this company are in good condition and well maintained. The main line extending from Chicago to State line, 20.43 miles, is equipped with manual block signals, the distance between the blocks, Chicago to Oakdale (10.15 miles), averaging 0.42 miles, and those on the balance of the line to the State line, averaging 1.47 miles.



PASSENGER STATION

C & N.W. RY.

GLEN ELYN, ILL.

DEC. 1899



All block stations are connected by a system of electric bells, and by means of a code of signals the signalmen are able to communicate with each other; and in the operation of these block signals a clear signal is given to a train approaching a block station only when the block in advance is clear. Green lights at night are used to show the "clear" position of all main track switches and white lights on signals at interlocking devices, and on all of the block signals.

#### STATIONS.

There are 18 stations on the line owned by this company, which includes the terminal station on Polk street, Chicago. Aside from the terminal station, none of them may be considered of a pretentious character, but average only in fair condition.

#### RIGHT OF WAY.

The right of way is of varying width and is kept in a reasonably clean condition. The fencing is not in first-class condition, but as a major part of this line lies within the city limits of Chicago, it is next to an impossibility to maintain a right of way fence in first-class condition very long.

#### CONCLUSION.

In addition to the 19 railroad crossings on the line of this road there are 3 overhead highway crossings, 1 overhead railway crossing, 16 grade railway crossings and 79 grade highway crossings.

During the year 1898 the C. & W. I. R. R. Co., in conjunction with other companies interested, depressed its main tracks at 16th and Clark streets, Chicago, to the extent of 0.58 miles in length, thus eliminating the grade street crossing at Clark street, and a very dangerous grade railroad crossing. They have very recently accepted another ordinance passed by the city council of Chicago, requiring them to elevate their roadway from 21st to 79th streets. In view of the number of tracks involved it will be a big undertaking.

The shops and round house of the C. & W. I. R. R. Co. and Belt Ry. Co. of Chicago are located at 83d street and Vincennes avenue. Generally speaking the road is maintained in an excellent and safe condition.

#### CHICAGO, BURLINGTON & QUINCY R. R. CO.

*The C. B. & Q. System*, with its Omaha and Denver line extending across the State southwesterly from Chicago, its St. Paul line northwesterly from Aurora, and its Quincy line southwesterly from Galesburg, together with the ramifications of its various branches and leased lines, make up a total of 1402.83 miles of line operated in this State exclusive of trackage rights, of which 803.53 miles is owned by it. All of the mileage of this company with the exception of about 235 miles were inspected and from informal trips made over their road now and then, it is safe to assume that it would compare favorably with the balance. In brief detail the condition of the property inspected is as follows, viz.:

#### TRACK.

*Main Line, Chicago to Burlington, 206 miles.*—From Chicago (Canal street) to Hawthorne, the road has four (4) main tracks for a distance of  $5\frac{1}{2}$  miles; Hawthorne to Downer's Grove, three (3) main tracks for a distance of 21 miles; Eola to Aurora, three (3) main tracks for a distance of 4 miles; and Downer's Grove to Burlington, two (2) main tracks. Excepting 30 miles of 85-lb. steel rail this line is laid with 75-lb. pattern; all laid with broken joints on oak ties and fastened with angle bars of suitable weight, each angle bar having six (6) bolt holes. The track is well ballasted with gravel and is in excellent line and surface.

Split switches in main track with spring rail frogs and Ramapol stands are standard on this line. Such main line switches as demand it, owing to curvature or otherwise, are protected with home and distant signals which are operated manually and in connection with the switch.

*Main Line, Galesburg to Quincy, 101 miles.*—This is a single track line, 30 miles of it being laid with 75-lb. steel and balance with 66-lb. steel, all laid with broken joints on oak ties and fastened with angle bars having six (6) bolt holes. This track is well ballasted with gravel, cinders and burnt clay and is in excellent line and surface. All switches in main track are split switches with spring rail frogs and Ramapol stands, and protected with home and distant signals where they are similarly situated as those on the line from Chicago to Burlington.

*Main Line, Aurora to Portage (St. Paul Line), 134.5 miles.*—This line is laid with 66-lb. steel, with broken joints on oak ties and fastened with angle bars of suitable weight. Split switches with spring rail frogs and Ramapol stands are also standard on this line. Semaphore signals are also operated manually in connection with switches at outlying points, or where switches are not far from end of curve. Aside from a few rough spots in the track at the time we passed over it, the track was in good line and surface and maintained in excellent condition.

*Shabbona to Paw Paw, 8 Miles.*—Track laid with rail weighing about 56 pounds per yard, with even joints on oak ties and fastened with angle bars of suitable weight. Track is well ballasted with gravel and cinders and is maintained in good condition.

*Paw Paw to Sterling, 40 Miles.*—The track on this line is laid with some 56-pound iron rail and balance with steel of about the same weight. It is laid with even joints on oak and cedar ties with fastenings of suitable character. Split switches with stiff frogs are in use on this line. The track is in fairly good condition.

*Sterling to Barstow, 41 Miles.*—The track on this line is laid with steel weighing about 60 pounds per yard, with even joints on oak and cedar ties, with fastenings of suitable character. This track is well ballasted with sand and gravel, and is in good and safe condition. Split switches with stiff frogs are also used on this line and well maintained.

*Galva to Alpha, 18 Miles.*—The line from Galva to Alpha is a part of the line extending as far west as New Boston on Mississippi river and is laid with steel weighing about 60 pounds per lineal yard with even joints on cedar ties. While this track is not all ballasted, it is in very good condition, considering the amount of traffic handled.

*Burlington to Quincy, 72 Miles.*—This is a single track line and is laid with steel weighing about 66 pounds to the yard with even joints on principally soft ties and some oak ties. The joints are fastened with angle bars of suitable weight. While a few of the main track switches are split switches, the majority of them are stub switches. The track is not ballasted, but as a "mud track" it is in good line and surface and in very good condition.

*Quincy to Louisiana, 46 Miles.*—This is also a single track line, laid with 60-pound steel, excepting about 15 miles, which is laid with chair iron. The track is laid with even joints on cedar ties, with fastenings of suitable character. The track is not ballasted, but as a "mud track" it is in good condition.

*Alton to Rock Island, via Monmouth, 230 Miles.*—This is also a single track line and is laid with 66 pound steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches in main line are provided with split points, about one-half of them having spring rail frogs, and the other stiff frogs. The track is well ballasted with burnt clay, cinders and gravel, is in good line and surface and both track and switches are maintained in excellent condition.

*Yates City to Buda, 47 Miles.*—Single track roadbed laid with steel weighing about 60 pounds to lineal yard with even joints on cedar ties. About one-half of the track is ballasted with cinders and gravel. Track is in good condition.



A black and white photograph of a passenger station. The station building is a long, two-story structure with a gabled roof and several chimneys. It is situated on a hillside overlooking a river. In the foreground, there are several railroad tracks and a platform. The sky is overcast, and the overall scene is somewhat desolate. The text "PASSENGER STATION" is printed in large, bold, capital letters on the side of the station building. Below it, "C. & N.W. RY." is printed in a smaller font. At the bottom of the image, "BELVIDERE, ILLS." and "DEC. 1899." are printed in a small font.

PASSENGER STATION  
C. & N.W. RY.  
BELVIDERE, ILLS.  
DEC. 1899.

CHICAGO & NORTHWESTERN RY CO., GALENA DIVISION.—Passenger Station at Belvidere, Illinois.



*Galesburg to Peoria, 52 Miles.*—Single track roadbed laid with 66-pound steel laid with broken joints on oak ties. All switches in main track provided with split points and spring rail frogs and maintained in excellent condition. This track is well ballasted with cinders and gravel, is in good line and surface and is in excellent condition.

*Savannah to Fulton, 18 Miles.*—Single track laid with steel weighing about 60 pounds per lineal yard on oak and cedar ties. This track is not ballasted, but is in good condition.

*Fulton to Streator, 99 Miles.*—Single track laid with 66 pound steel on oak and cedar ties and fastened with angle bars of suitable weight. The track is well ballasted and is in good line and surface and maintained in excellent condition.

*Streator to Aurora, 60 Miles.*—Single track laid with 66-pound steel on oak ties fastened with angle bars of suitable weight. This line is also well ballasted and maintained in excellent condition.

#### BRIDGES AND CATTLE GUARDS.

With few exceptions, the bridges and culverts on the main line, Chicago to Burlington, are of permanent character. Owing to lack of detailed information with respect to the number of bridges on the main line, I am unable to give number of bridges of permanent character as compared with wooden bridges, but a large percentage of them are structures of permanent character. The branch and leased lines have a number of steel structures, but the larger part of them are wooden bridges. All Howe truss bridges built on the C., B. & Q. system are covered, and in their experience they have proven that it adds considerably to the life of the structure to do this.

On the Rock Island-St. Louis line, the bridge across the Illinois river at Beardstown was renewed with a modern steel structure. The Howe truss bridge across Rock river, with its two approaches, was also on the list for renewal.

During the past season the company has had in process of construction two modern steel structures designed for double track over Bureau and West Bureau creek in lieu of the single track deck bridge that is deserving of special mention. The abutments and piers are constructed of concrete and the superstructure is neatly designed. The distance from the top of the bridge to the bottom of the stream below, in both cases, is about 100 feet. All their bridges on main line are provided with iron guard rails and in some instances, bridges on branch and leased lines are so provided. In most all cases, water barrels are provided in case of fire. It may not be out of place to say that the management of the C., B. & Q. R. R. Co. take special pride in maintaining all of their bridges in first-class and safe condition. Cattle guards in use on the main line are surface guards, but on branch and leased lines both open and surface guards are used.

#### SIGNALING.

The main line is provided with block signals, as follows, viz.: Canal street, Chicago, to Kedzie avenue, Chicago, Westinghouse pneumatic automatic block signals, 3.5 miles; Kedzie avenue, Chicago, to Aurora, manual block signals, 33.5 miles. On the main line west of Aurora, and on the Quincy branch, the train order signals, which are of semaphore type at all stations, are used as block signals. Between Canal street, Chicago, and Aurora, no two trains are allowed in the same block. The method of blocking trains west of Aurora allows no train to follow a passenger train until it has reached the next station. Freight trains are held ten minutes apart. Of the 71 grade railroad crossings 17 of them are interlocked, and such of them as are in charge of the C., B. & Q. R. R. Co. are maintained in an excellent condition. White lights at night indicate "clear" on all switches, train order signals, block signals and signals at interlocking devices.

## STATIONS AND BUILDINGS.

The stations on the main line are neat and commodious in design and a great many of them are deserving of special notice. That one particularly at Quincy, together with the new terminal facilities, which was recently completed at a cost of half a million dollars, is a handsome and commodious structure. Generally speaking, the stations on the branches and leased lines are well situated to the requirements and maintained in good condition. All stations provided with train order signals are those of the semaphore type, being a position signal for day use and color signals for night use. While the platforms at the majority of the stations are of wooden character, a great many brick paved platforms are being laid, and these, I understand, are now their standard platforms. The C., B. & Q. R. R. Co. have a handsome and commodious office building in Chicago and their shops, which are located at Galesburg, are well adapted for their requirements.

## RIGHT OF WAY.

Generally speaking, the ditches and right of way are maintained in a neat and clean condition. In a few instances, however, it was noticed that the ditches are quite close to the track, thus making it impossible to maintain a proper shoulder to the ballast, and where such is the case the track can not be as well maintained, nor will it ride as smooth because of this defect. The right of way fence in use is the standard barbed wire fence with board fencing at highway crossings. In a few instances the fence is in need of repairs, but generally speaking, it is in good condition.

## CONCLUSION.

The necessary station signs, crossing signs, whistle posts, etc., are provided as required by law or as necessity demands for safety and convenience in operation. At Quincy the company has a rail mill, where all steel taken up on the main line is straightened and the ends sawed off before being relaid on the branch lines. Treated in this manner, secondhand steel for the branch lines is especially well suited for their requirements. Although the steel in the main line is laid with broken joints, only a few of the branch and leased lines are so laid, but in the future all track laid by this company will have broken joints, which is now their standard. All guard rails in switches are fastened to the stock rail by means of three bolts and cast iron separators. All switches and guard rails in switches are provided with blocking.

In the way of additions and betterments, this company has not been lacking in the way of permanent improvements constructed the past season. Among these may be mentioned the elevation of its main line in the city of Chicago, extending from Western avenue to West 40th street for a distance of two (2) miles. This elevation carries four (4) main tracks and the improvement will greatly better their service in and out of Chicago. A great deal has been done in the way of cutting down grades and straightening their lines. The equipment of this company is in first-class condition and well maintained. The property of the C., B. & Q. R. Company may also be justly considered as excellently maintained, well regulated and one of the best in our State.

## CHICAGO, MILWAUKEE &amp; ST. PAUL R'Y CO.—TRACK.

*Chicago & Council Bluffs Division.*—This division runs westerly from Chicago across the State, a distance of 138 miles, to Savannah. Although the trains on this division run by way of the Milwaukee division between Chicago and Pacific Junction, the C. & C. B. division proper begins at C. & E. Junction in North Chicago. From this point to Savannah it is a double track road, excepting for a distance of about 3.2 miles (Pacific Junction to Galewood), where the road has four (4) main tracks. About 75 per cent of this line is laid with 75-pound steel and the balance with 85 pound steel, which is now their standard pattern for main line. The track is laid with even joints on tangents and broken on curves, and laid principally on oak ties and fastened



CHICAGO, MILWAUKEE & ST. PAUL RY. CO.—Bracket signal pole at Pacific Junction interlocking. Mast is made up of four  $2\frac{1}{2}$  in. x  $2\frac{1}{2}$  in. x 5-16 in. angles, laced and weighs 2,000 pounds without fittings and bracket poles.



with angle bars provided with six (6) bolt holes. Where cedar ties are used tie plates are provided. The joints are fastened with angle bars of suitable weight and provided with six (6) bolt holes. The joints on ten (10) miles of this track, laid with 85 pound steel, are fastened with continuous rail joints. All main track switches are provided with split points and spring rail frogs. On the entire length of this division they have but two facing point switches. The road is ballasted with gravel, and main track and switches are maintained in excellent and first-class condition.

*Milwaukee Division.*—This is their main line to Milwaukee and the northwest, and extends north from Chicago a distance of 48 miles to the State line near Russell. Except for a distance of 2.6 miles where four (4) main tracks are in use it is a double track road, laid with their standard 85-pound rails, and is laid with both even and broken joints on oak ties. On a part of the line the joints are fastened with angle bars commonly used, which are of suitable weight and provided with six (6) bolt holes. The joints on the balance of the track are laid with continuous rail joints and have been in use about two (2) years. On the entire length of this division traversing the State, there is but one (1) facing point switch. All main track switches have split points and spring rail frogs. This track is also well ballasted with gravel, and is maintained in first class condition.

*Racine & Southwestern Division.*—This is a single track line running southwesterly from Racine, Wisconsin, entering the State near Beloit and thence to Savannah, and south to Rock Island, a total distance of about 99.5 miles, not including the mileage of that part of the C. & C. B. Division between Kittredge and Savannah. The line from Beloit to Kittredge, 51.5 miles, is laid with 60, 65 and 75-pound steel, the most of it being of the latter weight. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight having holes for six (6) bolts. All main track switches are provided with split points and spring rail frogs.

That part of the Racine & Southwestern division extending from Savannah to Rock Island, 48 miles, is laid with steel weighing about 60 pounds to the lineal yard, with even joints on oak and cedar ties, principally cedar. The joints are fastened with angle bars of suitable weight, and provided with holes for six (6) track bolts. The switches in use on this part of the line are provided with split points and stiff frogs. The track on this division is ballasted with sand, cinders and gravel, and is maintained in good condition.

*Rockford & Janesville Line, R. & S. W. Division.*—This is also a single track line and extends from Rockton to Rockford, which is the southern terminus of the line. It is laid with second-hand 65-pound steel that has been rerolled into 60 pound steel and is in excellent condition. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight. Split switches with stiff frogs are also in use on this line. The track is well ballasted with gravel, is in good line and surface and is well maintained.

*Evanston Division.*—This is a suburban line of the C. M. & St. P. Ry. Co., and extends north from Chicago to Llewellyn Park, a distance of 13.75 miles. It is a double track laid with 60-pound steel with even joints on oak and cedar ties. The track is well ballasted with crushed stone and maintained in excellent condition.

#### BRIDGES AND CATTLE GUARDS.

On the C. & C. B. division, quite a number of the wooden bridges have been filled up or replaced with concrete culverts during the past season. The double track pile bridges at Kittredge where the R. & S. W. division forms a junction with the main line, has had some repairs made on it during the past season, or rather, early in the season, but is on the list to be renewed at once. This company is also rebuilding its drawbridge across the north branch of the Chicago river with a new single track steel structure. This division has a great number of permanent bridges, and as fast as the wooden bridges need renewal,

they are replaced with permanent structures. All bridges are provided with water barrels and quite a number of them have iron guard rails. It is the intention of the management where such bridges are without them, to provide guard rails on all bridges over thirty (30) feet long.

On the Milwaukee division, all openings are provided with permanent structures, and while all bridges are not provided with guard rails, it is the intention to do so where the bridges are over thirty (30) feet long.

The R. & S. W. division, also the Rockford & Janesville line in this State, have quite a number of permanent bridges and a great many of them are provided with guard rails.

All bridges are provided with water barrels. As reflecting the character of some of the permanent structures located in this State on the line of the C. M. & St. P. Ry., there is shown in connection with this report, several half tone plates.

Surface cattle guards of wood, some of them having iron corrugated edges, are universally used on this line.

#### SIGNALING.

The Hall automatic block signals are in use on the C. & C. B. division between Pacific Junction and Galewood, a distance of about 3.2 miles. The same character of block signals is also in use on the Milwaukee division extending from Western avenue, Chicago, to Pacific Junction, a distance of 2.6 miles.

All stations on the line of this road in this State, excepting that part of the R. & S. W. division between Savannah and Rock Island, are provided with semaphore station signals. The line between Savannah and Rock Island has the common train order boards in use. The train signals on the R. & S. W. division north of Kittridge have just been renewed with iron masts, which are standard with this company. The masts on the C. & C. B. division are replaced with iron ones as soon as they need renewal.

With very few exceptions, all of the street car lines crossing the Chicago & Evanston division within the city of Chicago are interlocked and giving entire satisfaction. This is a branch of interlocking that does not come under State supervision. Of the 44 grade railroad crossings in this State, 15 of them are interlocked.

White lights are used at night on all block signals, station train order signals, interlocking signals and all the main track switches.

#### STATIONS.

Generally speaking, the station and grounds surrounding them are well maintained and kept in a fairly neat condition. At Kirkland, on the line of the C. & C. B. division in this State, this company has a tract of land on which is located their pens for feeding purposes, etc., where they have a capacity for 45,000 head of sheep and sheds for 30,000. The pens are modern and well adapted for the purpose.

#### RIGHT OF WAY.

The right of way and ditches are also kept in a neat and clean condition, with the possible exception of the line between Savannah and East Moline, where, owing to the sandy nature of the soil, there is some difficulty in keeping the ditches clean. Their right of way fence is the standard barb wire fence, with board wing fences at highway crossings, and maintained in good condition.

#### CONCLUSION.

All the lines of the C., M. & St. P. R'y Co. in this State were inspected, with the exception of the piece from Warren to Mineral Point, 1.1 miles, Galewood to Dunning, 2.98 miles, and Rondout to Libertyville, 3 miles, or a



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., C. & C. B. DIV.—Single track bridge over Rock river, near Byron, Ill.; end view.



total of 6.99 miles. The line from Galewood to Libertyville is now being extended to Fox Lake, and it is the intention to have it in operation by January 1st, 1900. All overhead bridges and Howe truss bridges are protected on either side with bridge warnings, but they are not always in proper condition, because they are not provided with wire netting as they should be. The road is well provided with highway crossing signs, station signs, whistle posts, etc., necessary for the safe and convenient operation of its trains.

As above noted, all switches where double track is in use are put in trailing, and it is deserving of special mention, that on all such lines only three facing point switches are in use. On single track line where crossovers are put in, they are also put in trailing where it is possible to do so. Portable wooden skotch blocks are placed near the end of each side track having connection with the main line and operated manually in connection with the switch. In addition to the 44 railroads crossed at grade, above mentioned, there is on the line of this road 20 overhead railway crossings, 7 overhead highway crossings, 41 street railways crossed at grade, and 473 grade highway crossings. Eighty-five-pound steel rail is the standard pattern adopted for main line use, and as further evidence of progressiveness, all joints hereafter will be fastened with the continuous rail joint.

As evidence in showing the amount of permanent work done by this company during the past three years on its entire line, they make the statement that sixty (60) miles of bridging has been filled up, a great many of which were located in this State.

At Savannah the company has a rail saw mill, where all steel taken out of the main track is straightened and the ends sawed off for use in branch lines. All rails less than twenty-six (26) feet in length are used in side tracks. Among the several permanent improvements that may be mentioned is the gravity yard at Galewood, which is being completed and contains thirty (30) miles of track.

A noteworthy device in use on the C. & M. division, near Wadsworth, is an iron water trough in each track 6x18 in. x 1600 ft. long, by means of which passenger trains between Milwaukee and Chicago are enabled to take water without stopping.

During the past two seasons a great deal has been done in the way of track elevation and depression within the city limits of Chicago, amounting to a total of 5.81 miles. This is on the basis of allowing full elevation or depression as the case may be, for one-half of each approach, and the work done on each division here follows, viz.:

Dunning line, C. & E. Division.....	0.11 miles depression.
C. & C. B. Division.....	1.20 " elevation.
Milwaukee Division.....	4.50 " "
Total.....	5.81 " "

For more detailed information relative to the work done in track elevation by this company, it may be gathered from another statement in my annual report.

The equipment of this road is in first-class condition and, on the whole, the inspection of this road revealed the fact that the management is progressive, alive to the necessity of maintaining its property to the highest standard consistent with the requirements of its uses, and it may also be classed as one of the best maintained roads in our State.

#### CHICAGO GREAT WESTERN RY. CO.

This company is the owner of an interstate road extending northwesterly across the State from Forest Home (near Chicago) to Akin, 146.73 miles, where it connects with the Illinois Central Railroad, over which line it has trackage rights to Dubuque, Iowa. In addition to the main line it also owns a branch line, 5.81 miles long between Sycamore and DeKalb. At Forest Home this road has connection with the Chicago Terminal Transfer R. R. Co. and uses their terminal facilities in Chicago.

## TRACK.

*Main Line.*—The main line is a single track road, 43 miles of which is laid with 60-lb. steel and the balance with 76 lb. steel, 65 miles of which are 60-foot rails and laid during the season just past. The track is laid with even joints on oak ties where the track is on curves or heavy grades. On tangents the track is usually laid with cedar ties, although they have in use quite a number of oak ties. All cedar ties laid during the past year and those laid in the future will be provided with tie plates. The joints are fastened with angle bars of suitable weight, having holes for four (4) track bolts.

In laying their new 75-lb. steel the track bolts were inserted so that the nuts are inside of the track and at once visible, thus making it very convenient for inspection. All switches are provided with split points, spring rail frogs and semaphore switch stands where the sight of an approaching switch is in any way obscured. Where high semaphore switch stands are not used, the Ramapol stands are standard with this company, although they have in use quite a few old style stands. The track is now well ballasted with gravel, including about fifteen miles of crushed stone, is in first-class line and surface and maintained in excellent condition.

## BRIDGES AND CATTLE GUARDS.

There is on the line of this road 13 bridges of steel construction and 148 wooden bridges, the aggregate length of the steel bridges being about one-fifth of the aggregate length of the wooden bridges. Their bridges are all in excellent condition. The company has replaced quite a number of its wooden bridges during the past season with stone arch culverts. The steel deck truss bridge across Rock river was in course of being strengthened with the addition of another chord placed in the center. The half-tone plate shown in connection with this report shows the work on this bridge as it progressed. There is also shown a half-tone plate of a newly completed arch culvert and one of their standard rail top farm crossing culverts. I may add that it is the policy of this company to renew all its wooden bridges with permanent structures, and a great deal has been done the past season with this end in view. The cattle guards principally in use are the wooden surface guards, with a few iron trough guards, and these in future will be standard with this company.

## SIGNALING.

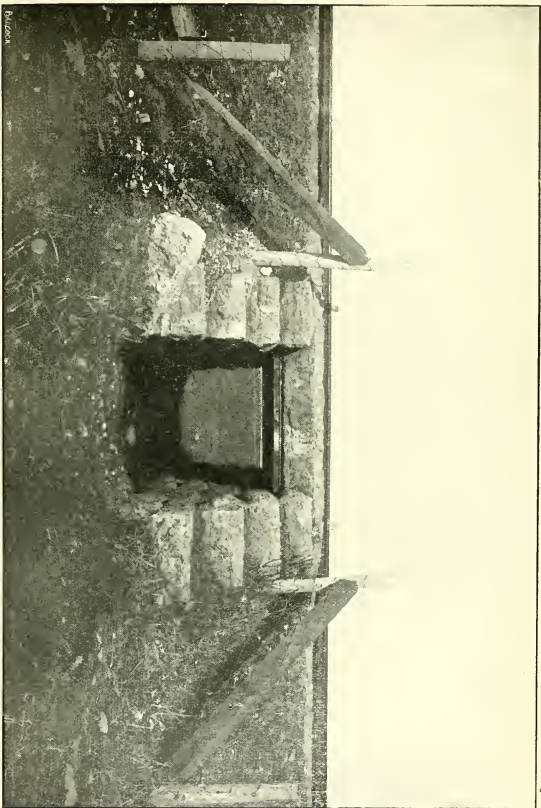
No block signals are in use. Their line crosses five (5) steam railroads at grade, two (2) of which are interlocked. All stations are provided with train order boards, such as are commonly used, but these are being replaced as rapidly as possible with semaphore signals having wooden masts. White lights are used at night to denote "clear" position for all purposes.

## STATIONS AND BUILDINGS.

All of the stations on this line are neat in design and, except for the fact that they were in need of a coat of paint, are in good condition. During the past season they have had in progress of construction stone foundations under several of their frame stations, not only with a view to stability and permanency, but economy in fuel for heating purposes. The standard platform surrounding station buildings in use by this company is made of cinders. This company is also well provided in this State in the way of sheep pens for feeding purposes located at Sycamore and Lindenwood, those at Sycamore having a capacity of 25,000 sheep.

## RIGHT OF WAY.

Their right of way was fairly clean of combustibles and is fenced with barb wire fencing, which is also in fairly good condition. The majority of the wing fences at highway crossings are also constructed of barb wire. The



Palazzo

CHICAGO GREAT WESTERN RAILWAY CO.—Standard 6 ft. x 6 ft. rail-top culvert for farm crossings.



cuts were all tiled but the ditches were not quite as clean as they might be, which no doubt is owing to the scarcity of labor during the past season, and the necessity of using their labor on other and more important work.

#### CONCLUSION.

A great improvement has been made on the roadway of this company since the Commissioners' first inspection trip. Almost the entire length of the line has been rebalasted and the work of doing this was still in progress at the time of the inspection in November. It has also built during the past season several additional passing tracks and lengthened out the old ones to 3,500 feet. Important changes were also in progress in the way of cutting down grades and in changing some alignment in the west part of the State. When these improvements are completed the ruling grade for east-bound trains will be 31.68 feet per mile, and west-bound trains 52.8 feet per mile, of which there are not many. On the whole there has been a wonderful improvement in this property during the past two years. Their track is in excellent line and surface and especially that laid with 75-lb. steel is as fast as any in the State. The branch between Sycamore and DeKalb was also inspected and is in good condition.

#### CHICAGO JUNCTION RAILWAY CO.

The Chicago Junction Ry. Co. is a consolidated company comprising the Chicago, Hammond & Western Ry. Co., and the Chicago & Indiana State Line Ry. Co., which company operates the tracks of the Union Stock Yards & Transit Company under lease. It is a belt road handling only freight traffic, its operation extending from South Chicago, Whiting, East Chicago and Hammond to Franklin Park on the north, and operates a total of 42.28 miles, of which 34.43 miles are located in Illinois. It owns a total of 26.42 miles, of which 22.67 miles is in Illinois, 13.71 miles being double track.

#### TRACK.

The track is principally laid with 70-pound steel with even joints, and fastened with angle bars of suitable weight. All ties on the curves are oak and those on tangents were laid with both cedar and oak, a great many of the ties being provided with tie plates. Main track switches are equipped with split points and spring rail frogs, steel switches and stiff frogs being used in all yard tracks. That part of the track which it owns in this State is ballasted with cinders and the track is maintained in good line and surface.

#### BRIDGES AND CATTLE GUARDS.

Altogether there are nine (9) bridges of steel construction, having an aggregate length of 1,082 feet, and eleven (11) wooden bridges, having an aggregate length of 1,695 feet, all of which are maintained in good condition. The cattle guards in use are of various kinds, the majority of them, however, are surface guards.

#### SIGNALING.

There are no block signals in use on this line. Of the 19 railroads crossed at grade, 9 of them are interlocked, and such interlocking devices as are in charge of this company are well maintained. White lights are in use at night on all main track switches and signals at interlocking to denote a "clear" position.

#### STATIONS.

Generally speaking, the stations on this line are not of a very pretentious character, but are maintained in fairly good condition. This company handles no passenger traffic, and therefore the stations on this road are not of such a

character as they should be, were they doing a passenger business also. The L. S. & M. S. Ry. Co. have trackage rights over that part of the line extending from the junction of their tracks to Lake Michigan, which it uses for suburban business.

#### RIGHT OF WAY.

Generally speaking, the right of way is maintained in a clean condition. The entire length of road is fenced, and with the exception of a few miles of iron fence, is constructed of barb wire and iron posts; the right of way is enclosed with the standard wire fence and averages in fairly good condition. The wing fences along highways are board fences and neatly whitewashed.

#### CONCLUSION.

The road is well provided with whistle posts, station signs, crossing signs, etc., necessary for the safe and convenient operation of its trains. Quite a number of their crossing signs, however, are lettered with seven inch letters where the law provides that they shall be painted with nine inch letters. Their attention has been called to this, and an effort will be made at once to replace the crossing signs with those having standard letters, nine inches high. In addition to the 19 railroads crossed at grade above mentioned, there are 6 overhead highway crossings and 4 overhead railway crossings on the line of this road. It also crosses at grade, 12 street railways and 82 highways or streets. Considering the amount of traffic handled, the tracks and equipment of this company are maintained in excellent condition.

#### CHICAGO, PEORIA & ST. LOUIS R. R. CO., OF ILLINOIS. 7

The Chicago, Peoria & St. Louis R. R. Co., of Illinois, was placed in the hands of receivers on July 19, 1898, and is made up of the following lines, viz:—

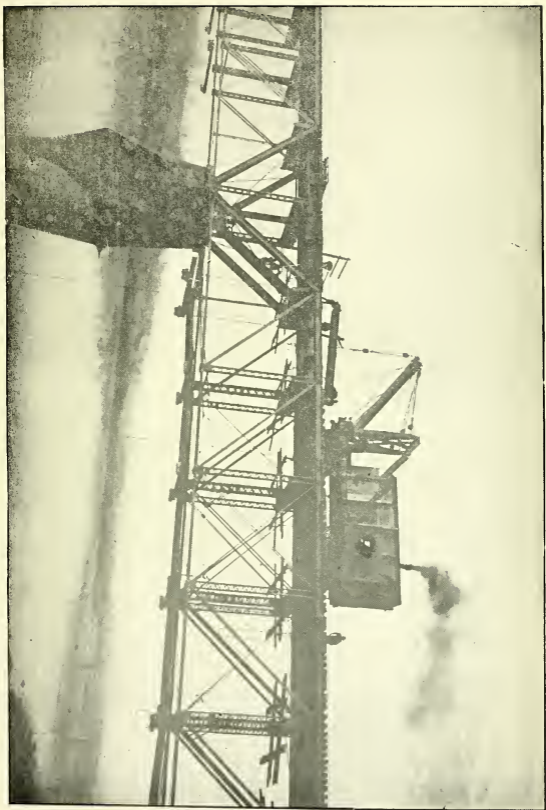
Peoria to Springfield.....	77.76 miles
Litchfield to East St. Louis.....	47.04 miles
Havana to Jacksonville.....	41.88 miles
Total mileage owned.....	166.68 miles

In addition to this it owns one-half interest in the terminal property of the P. & P. U. Ry. Co., which has a total of 10.08 miles of main track, by means of which it reaches Peoria. It reaches St. Louis over the St. L., C. & St. P. Ry., of Illinois, over which line it has trackage rights. Both properties are operated by the same set of officers and employees, but each road is independently maintained.

#### TRACK.

The line between Pekin and Springfield is laid with 60 pound steel, with the exception of seven miles of new 85-pound steel which was in process of being laid when the inspection was made January 26, 1899. The rail is all laid with even joints on oak ties principally. The cedar ties remaining are few, and are being replaced as rapidly as possible with oak. The 60-pound steel, while somewhat surface bent, is in fairly good condition. The joints are fastened with a patent joint called the Heath joint, but from the experience they have had with them it is plainly evident that their use is a failure so far as keeping the joints to service and the track in line. Where these joints are used, the track has a tendency to kick out at the joints and the custom of the management has been to reverse them where the alignment of the joints reach a point where it was advisable to do so. When they play out entirely they are replaced with common angle bars. Their new 85-pound steel rail is also laid with even joints fastened with continuous rail joints. The

CHICAGO GREAT WESTERN RAILWAY CO.—Showing work in progress of strengthening Rock River bridge at Byron.





track is ballasted with gravel, cinders and sand. The alignment and surface was in fairly good condition. All switches on the main line are equipped with split points and stiff frogs except where the 85 pound steel is laid, spring rail frogs are used.

#### BRIDGES AND CATTLE GUARDS.

The bridges on this line are all of wooden character, with the exception of two (2) steel structures. During the season of 1898 quite a few bridges were replaced with iron pipe culverts and filled, and several others were being filled at the time of the inspection. The bridge across the Sangamon river (No. 830) was carefully examined and, while it was not considered unsafe, it had reached the stage for renewal. With this renewal of the bridge, the completion of a few bridges in course of construction, and repairs to a few others that were pointed out, will make this line in good condition. The cattle guards in use are both open and surface guards, the surface guards being of various kinds.

#### SIGNALING.

No block signals are in use. Of the 15 railroad crossings at grade on the entire line, 4 of them are interlocked. At the time of the inspection this company was equipping one of its stations with semaphore train order signals, the masts being made of wood. White lights are used at night for "clear" position.

#### STATIONS AND BUILDINGS.

The stations on this line are in fairly good condition. Shops of the company suitable to their requirements are located in Springfield.

#### CONCLUSION.

This part of the line was inspected very early in the season, and up to this time opportunity has not presented itself for inspection of the balance of their line. For the fiscal year ending June 30th, 1899, this company reports a total of 44,274 ties relaid and 44 sets of switch ties relaid. The equipment is in good condition, a detailed statement of which will be found in their report or in the statistical tables in another part of this report.

On the entire line there is one (1) overhead railway crossing, one (1) overhead highway crossing, and 181 grade highway crossings, in addition to the 15 grade railroad crossings above mentioned. Generally speaking, the property has been considerably improved since it has been handled by the receivers, and is in fairly good and safe condition. The entire mileage of this road lies wholly within this State, and it is now expected that the road will be sold under foreclosure proceedings about the first of the coming year.

#### CHICAGO, ROCK ISLAND & PACIFIC R'y Co.

The main line of the Chicago, Rock Island & Pacific R'y Co. extends southwest-erly and westerly from Chicago, touching the State on the west at Rock Island. It also owns a branch line running from South Englewood to South Chicago, a distance of 7.48 miles, and another branch, on which it operates suburban trains extending west from 89th street about seven (7) miles, both situated in the city limits of Chicago. It operates also, under a perpetual lease, the Peoria & Bureau Valley R. R. Co., known as the Peoria branch.

#### TRACK.

*Main Line, 182.09 Miles.*—The main line is operated with three main tracks between Chicago and Blue Island, a distance of 9.43 miles, and two (2) tracks for the remainder of the distance to Rock Island. Of the three (3) main tracks two (2) of them are devoted wholly to passenger traffic. Between Chicago and Englewood, however, the two (2) main tracks devoted to passenger traffic are owned jointly with the L. S. & M. S. R'y Co.

The track is laid with 70-pound steel and 80-pound steel rails (80-pound being their standard weight), with even joints on oak and cedar ties and fastened with angle bars commonly in use and continuous rail joints, the latter fastening now being standard and used on all new rail. Cedar ties are principally used, the percentage of oak ties being small. While tie plates are used on all curves, only a small percentage of the remainder of the track is laid with tie plates. All new work in the future, however, will be laid with tie plates where cedar ties are used, including all turnouts. The main track switches are all equipped with split points and spring rail frogs and are maintained in excellent condition. Track is well ballasted with gravel and is in good line and surface.

*Peoria Branch, 46.99 Miles.*—This track is laid with 60-pound steel rails, with even joints on cedar ties and fastened with angle bars of suitable weight. The switches are equipped with split points and stiff frogs, and the track is ballasted with gravel, sand and cinders and is in fairly good line and surface.

#### BRIDGES AND CATTLE GUARDS.

Although the aggregate length of the wooden bridges is about twice that of the steel bridges, the number of wooden bridges is only 25 per cent of the total. All are maintained in first-class condition. While various kinds of iron and wooden surface guards are in use, those made of wood with strips of iron fastened on the top are standard and the only ones that will be used in the future.

#### SIGNALING.

Hall automatic block signals are in use from 22d street, Chicago, to Englewood, Chicago, a distance of 5 miles. Contract has been let for the extension of this system 3.1 miles to Englewood, Chicago. In addition to this, trains on their main track are protected with a block signal here and there, where necessity demands it. Of the 23 railroads crossed at grade 13 of them are interlocked. On the main line all stations are provided with semaphore train order signals, standing normally at "clear." On the Peoria branch about one-half the stations are provided with train order boards commonly in use, the business of this branch being of such a character as not to require any train order signals at the other stations. White lights are used at night on all block signals, signals at interlocking systems, train order signals and main track switches.

#### STATIONS AND BUILDINGS.

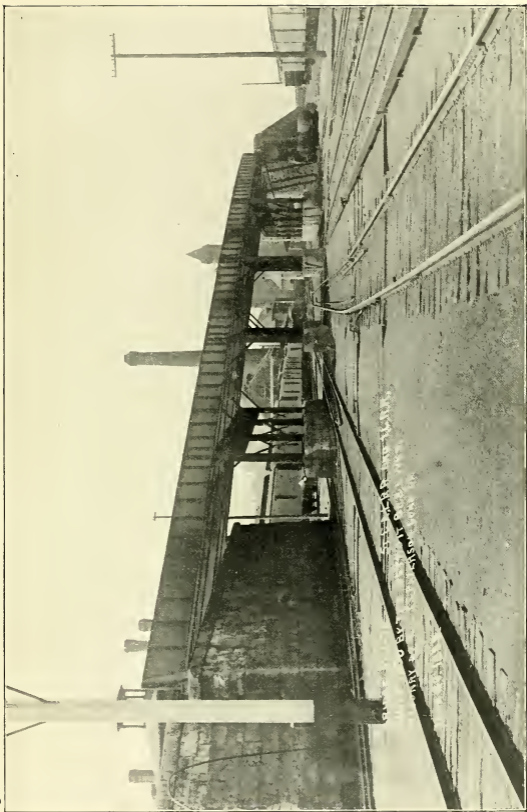
Generally speaking, the stations on this line are commodious and maintained in good condition, a few stations recently erected being of permanent character and quite handsome in design. Quite a number of their stations are provided with brick paved platforms, which are standard with this company. Sheep pens, with the necessary appointments for feeding purposes, are located on the line of this road near Morris, Illinois. Shops suitable for their requirements are located in Chicago, where some seven hundred men are employed.

#### RIGHT OF WAY.

Their right of way is maintained in a fairly clean condition and fenced with standard barb wire fence, with board wing fences at highway crossings, which are neatly whitewashed on the main line.

#### CONCLUSION.

The main line is well provided with whistle posts, crossing signs and such other signs necessary for convenience and safety in operation. On the Peoria branch quite a number of highway crossings were noticed without crossing signs, and of such as were in a large number of them needed renewal.



TRACK ELEVATION OF ST. CHARLES AIR LINE.—Bridge over tracks of Illinois Central R. R. Co.; view looking north.



The switches on the main line where double track is in use are both trailing and facing, but most of the crossovers, however, are put in trailing. Where necessity demands it semaphore signals are placed in advance of switches that are operated in connection with them for protection to trains.

While their main track is in good line and surface, it was noticed that this track did not ride as smooth as it might, when we take into consideration that the track is laid with heavy steel, but it is owing, no doubt, to the great amount of heavy traffic passing over a track laid with cedar ties without tie plates, except a small percentage.

Before closing attention must be called to the important work done by this company in the way of track elevation in the city of Chicago during the past five years, amounting to 9.41 miles of roadway. This elevation not only included three (3) main tracks, but included all industrial and yard tracks and a partial elevation of their shop tracks. A more detailed statement in connection with this work can be obtained in another part of the report.

#### CHICAGO TERMINAL TRANSFER R. R. CO.

This is a terminal company whose station is situated in Chicago and it provides facilities for the B. & O. R. R. Co., the Chicago Great Western R'y Co. and the Wisconsin Central R'y Co. Its main line extends from Chicago (5th avenue and Harrison street) to Altenheim (West Madison street), and from 12th street and Ogden avenue (Chicago) south to Harvey. It also operates a belt line from South Chicago, Whiting and Clark Junction to Franklin Park over the same tracks over which the Chicago Junction R'y Co. operates, partly owned by it and partly by the Chicago Junction R'y Co. It owns a total of 86.42 miles of line, of which 72.65 miles are located in this State, and operates a total of 79.33 miles, of which 65.56 miles are located in this State.

#### TRACK.

*Main Line, Chicago to Altenheim.*—This is a double track line, laid with 75-pound and 80 pound steel laid with even joints on oak ties. The joints are fastened partly with continuous rail joint and partly with angle bars commonly in use, and provided with holes for four (4) track bolts. This line is well ballasted with crushed stone and is maintained in excellent condition. All main track switches are equipped with split points and stiff frogs and also well maintained.

*Chicago Central Division, 12th Street to Harvey.*—This is also a double track line as far as 95th street (Chicago) and single track from there to Harvey. The track is laid with 75-pound steel, with even joints on principally oak ties, very few soft ties being in use. The joints are fastened with continuous rail joints and common angle bars, all with four (4) holes for track bolts. This track is also well ballasted with sand and gravel and maintained in good condition.

#### BRIDGES AND CATTLE GUARDS.

There are a total of five (5) steel bridges and 16 wooden bridges, all of which are in good condition. Surface cattle guards are used universally on this road and all appear to be in first-class condition.

#### SIGNALING.

The main line between Chicago and Altenheim is equipped with Westinghouse pneumatic automatic block signals between Chicago river and 12th street junction, a distance of about  $3\frac{1}{4}$  miles. Of the 51 grade railroad crossings, 17 of them are interlocked and such of the interlocking systems as are in charge of this company are well cared for. White lights are used at night on all block signals, semaphores at interlocking systems, and on all main track switches.

## STATIONS AND BUILDINGS.

There was originally built by the Chicago & Northern Pacific R. R. Co., which company constructed a considerable part of the road now owned by the Chicago Terminal Transfer Company, a great number of suburban stations, many of which were neatly designed and of permanent character, but a great many of them, for want of use, are becoming out of repair. Such stations as are used on the Chicago Central division are apparently well maintained but are sadly in need of paint. This company, however, is the owner of one of the finest terminal stations in the city of Chicago and provides terminal facilities to the three trunk lines above mentioned.

## RIGHT-OF-WAY.

Their right-of-way is maintained in fairly clean condition and so much of it as is fenced is also in fairly good shape.

## CONCLUSION.

While all of the lines of this company were not formally inspected, I have no hesitancy in saying that the remainder of it will compare favorably with that reported on, being determined from an informal trip over the road.

Suburban trains are operated by this company between Chicago and Blue Island. During the past year this company has also had in course of construction 5.40 miles of road between Franklin Park and Mayfair and 9.57 miles of track between Harvey and Chicago Heights. It has also under construction the elevation of its line in the city of Chicago, between Rebecca street and 44th avenue. The property of this terminal company may well be considered one of the best in our State.

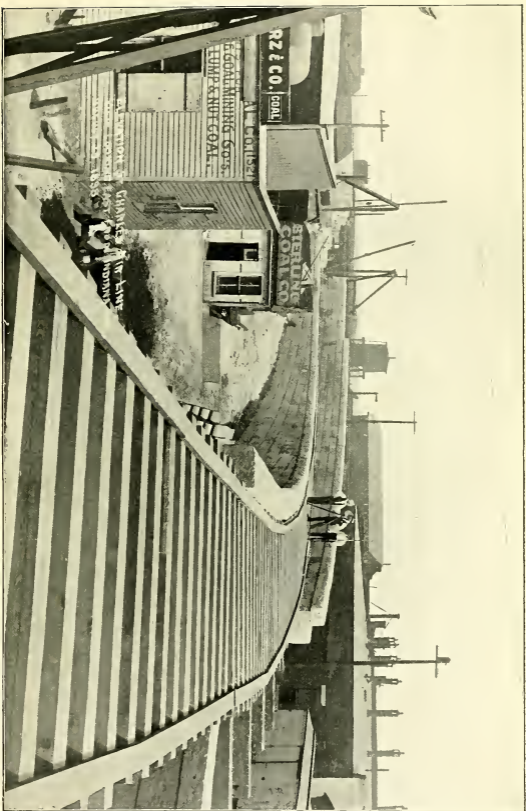
## CLEVELAND, CINCINNATI, CHICAGO &amp; ST. LOUIS RY. CO.

This company operates quite an extensive system, amounting in all to a total of 1,807.34 miles, 478.39 miles of which are owned and operated within this State. This however does not include the Kankakee & Seneca Ry., amounting to 42.8 miles, and the Peoria & Eastern Ry., amounting to 122.84 miles, both of which it also operates.

## TRACK.

*Main Line, Chicago Division, 34.27 miles.*—The main line of this division is the line running between Chicago and Indianapolis; is a single track road and is laid with 80-lb. steel, with broken joints on oak ties, and fastened with angle bars 30 inches long with holes drilled for six (6) track bolts. They also have on this line a few cedar ties in use but not very many. The main line switches are equipped with both split and Cleveland lifting switches, the Cleveland lifting switch being similar to the Wharton switch, and spring rail frogs. High semaphore stands are used at all main track switches equipped with Cleveland lifting switches. The track is well ballasted with gravel and some cinders and is well maintained and in excellent line and surface.

*Main Line, St. Louis Division, 181.6 miles.*—This division is the main line between Indianapolis and St. Louis, and is a single track road laid with 65-lb. and 80-lb. steel, with broken joints on oak ties, and fastened with angle bars of suitable weight. The 65 lb. steel has been in service from 14 to 15 years, and while it is pretty well worn, it is still in fairly good shape. However, it is the intention of the management to relay this soon with new steel. Robinson-Wharton switches are standard on this division and all are equipped with spring rail frogs and high semaphore stands. With the exception of a few miles of rock ballast the track is principally ballasted with gravel and is maintained in good line and surface.



TRACK ELEVATION OF ST. CHARLES AIR LINE.—View looking east from Indiana avenue.



*Cairo Division, 257.63 miles*.—This is a single track road extending from Cairo to Tilton, 21 miles of it being laid with 67-lb. steel, laid about four (4) years ago, and the balance is laid with 60-lb steel, with the exception of a few miles of light rail which the management expect to relay with second hand steel of heavier weight. The track is laid with even joints on oak and cedar ties and fastened with angle bars of suitable weight. The main line switches are equipped with split points and stiff frogs, with now and then a spring rail frog in use. This line is ballasted with patches of rock, cinders and gravel, amounting to about 36 miles; the balance is what is commonly called "mud track." A great number of the ties are badly worn and need renewal. Between Cairo and Carmi the track was found in a rather rough condition, but between Carmi and Tilton it rode somewhat better. This line is not what may be considered in first-class condition, and it is evident that a great deal of work will have to be done on it before it can be so considered.

*Peoria & Eastern Division, 122.84 Miles*.—This is also a single track line and is laid with 60 pound steel that is from ten to fifteen years old, and a few miles of which is about five years old. It is laid with both even and broken joints on oak and soft ties, and fastened with angle bars of suitable weight. They have in use, however, about one mile of track fastened with Webber joints and about four (4) miles fastened with continuous rail joints. It was the intention of the management to lay about five miles of 80-pound steel rail during the past season on this division. The track is well ballasted with gravel and is in good line and is in fairly good surface considering the age of the steel in use.

*Kankakee & Seneca Division, 42.8 Miles*.—This line is owned jointly with the C. R. I. & P. Ry. Co. but is operated by the C. C. C. & St. L. Ry. Co. It is a single track road laid with second hand 56-pound steel, and is laid with even joints on oak and cedar ties, about one-third of the ties being cedar. This track has been in use several years, but it is still in very fair condition. There are about eight miles of gravel and cinder ballast, the balance of the track is ballasted with earth, the character of the soil being such that the earth can be treated almost the same as ballast, thus making it much easier to maintain than if it was surfaced in mud track fashion. This track, however, does not receive very hard usage as only 45-ton engines pulling twelve loads to a train are used on this division. The switches in use on the main line are equipped with split points and spring rail frogs with the exception of a few switches which have stiff frogs. Blind switches are inserted in sidings where they are necessary. Very few of the switches and guard rails, however, are provided with blocking.

#### BRIDGES AND CATTLE GUARDS.

Not including the Peoria & Eastern and Kankakee & Seneca, about thirty per cent of the bridges on this road are of masonry and steel construction. This company has done a great deal in the last few years in the way of rebuilding many of its wooden bridges with permanent structures or concrete arches. Guard rails are in use on all bridges on the Chicago division over twenty feet long, on many bridges on the St. Louis division and on all high bridges of the Cairo division. Sixteen bridges on the Cairo division were rebuilt and extensive repairs made to many others during the past season.

On the Peoria & Eastern division about 20 per cent of the bridges are of permanent character, and on the Kankakee & Seneca about 10 per cent are of permanent character. On all the lines operated in this State by this road surface guards of iron and wooden character are in use, the wooden guards, however, being standard by this company. Quite a number of the cattle guards on the Kankakee & Seneca were originally pit guards, but these are being replaced as occasion requires with the standard wooden guard.

#### SIGNALING.

No block signals are in use on this road. Of the fifty-two railroads crossed at grade, fifteen of them are interlocked. All stations are equipped with

semaphore train order signals. White lights are used at night on all signals at interlocking systems, train order signals and main track switches to indicate "clear" position.

#### STATIONS.

Except on the Kankakee & Seneca branch the stations on the line of this railroad are commodious and well suited to their requirements, a great many of them being of recent construction and very neat in design. Generally speaking those on the Kankakee & Seneca are quite old and not maintained in as good condition as the stations on the balance of the road. The Peoria & Eastern Ry. Co. recently completed for use on that division at Urbana, new fire proof round house and shops at a cost of \$300,000.00 that are deserving of special mention. The shops are equipped with the latest devices and appurtenances suitable for the requirements of the road.

#### RIGHT OF WAY.

The right of way, generally speaking, is maintained in a very clean condition and is fenced with standard barb wire fence. Considerable fence recently built on all divisions, however, is constructed with iron posts which has been adopted as the standard fence,

#### CONCLUSION.

All the divisions are well provided with whistle posts, station signs, crossing signs, etc., necessary for convenience and safety in operation, excepting that there are no highway crossing signs on the P. & E division and on the K. & S. division. It is the understanding, however, that crossing signs on these divisions of the road will be put in at once. The crossing signs in use on the Chicago division do not comply with the law in regard to size of letters. Their attention has been called to this defect and an effort has been made to provide all signs with nine inch letters as required by law. The embankments on the St. Louis division and Peoria & Eastern division are deserving of special mention in that they are sufficiently wide, the edge of which is neatly sodded. Aside from the Cairo division which requires considerable work to place it in first class condition, the road is excellently maintained.

#### ELGIN, JOLIET & EASTERN RY. CO.

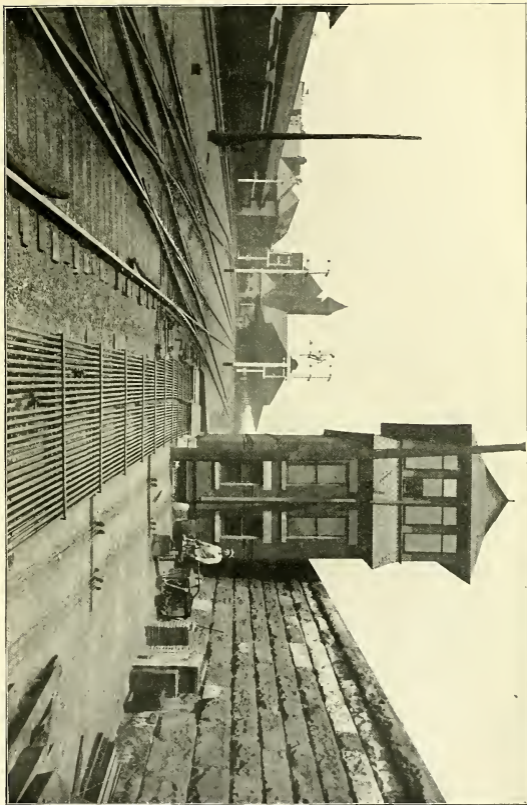
This a belt road for the purpose of transferring through freight and makes connection with all trunk lines centering in Chicago, extending from Waukegan on the north to Gardner on the south and Porter, Indiana, on the east. It does also a passenger business between the stations on its road and owns and operates a total of 194.37 miles, of which 161.37 are located in Illinois.

#### TRACK.

*Main Line.*—With the exception of 35 miles of 60-lb. steel that is about ten years old and a little 67-lb. steel the balance of the main line is laid with 75-lb. and 80-lb. steel rail. It is laid with even joints on oak ties and fastened with angle bars of suitable weight. They are beginning to use, however, quite a number of continuous rail joints and these in future will be the joint fastenings used by this company. The track is well ballasted with cinders and gravel and is in excellent line and surface. All switches are equipped with split points. Ajax stands and stiff frogs, with some few spring rail frogs, are in use, which are standard hereafter for main line purposes.

*Aurora Branch.*—Track is laid with 60-lb. steel, with even joints on oak ties and fastened with angle bars of suitable weight. All switches are equipped with split points and stiff frogs. Track is ballasted with cinders, and aside from a few rough spots, it is in fairly good condition.

ILLINOIS CENTRAL R. R. CO.—Surface View of Interlocking System Near 14th Street, Chicago, Illinois: view looking north.





*Coal City Branch.*—This track is also laid with 60-lb. steel, with even joints on oak and cedar ties and fastened with angle bars of suitable weight. It is ballasted with gravel and cinders and is maintained in good condition.

#### BRIDGES AND CATTLE GUARDS.

About 30 per cent of the bridges are of steel construction, which represent a little over 25 per cent of the total lineal feet of bridges. During the past season the company has filled up about 22,000 lineal feet of bridges and is still at work in filling in about 5,000 feet more. Generally speaking, their bridges are maintained in excellent condition. Iron and wooden surface guards are in use, but the wooden guard is standard with this company.

#### SIGNALING.

No block signals are in use on this road. All stations are equipped with semaphore train order signals. Of the 14 railroads crossed at grade, 12 of them are interlocked, which is a very high per centage. White lights are used at night to show "clear" position on all signals at interlocking systems, train order signals and main track signals.

#### STATIONS.

The stations on the line of this road are suitable for the requirements and maintained in fairly good condition.

#### RIGHT OF WAY.

The right of way and ditches are maintained in a clean condition and the fence on the main line, which is standard barb wire fence, is also well maintained. On the Coal City branch the fence is in fairly good shape, but on the Aurora branch it is very much in need of repairs.

#### CONCLUSION.

Quite a number of the road crossing signs in use by this company are not provided with nine-inch letters as required by law, but the management has in hand the renewal of these signs. This company about a year ago made some extensive improvements at Waukegan, on the shore of Lake Michigan, in the way of constructing a slip and a new yard adjacent thereto for the purpose of handling coal directly from vessels. With the exception of some one per cent grade, the most of their grade runs about 35 feet per mile. Generally speaking this road is maintained in good condition.

#### ILLINOIS CENTRAL R. R. Co.

The Illinois Central R. R. Co., an important road in many features, operates a total of 1,615.38 miles in this State, of which 705.5 miles was built under their charter and the balance of the line operated consisting of proprietary and leased lines.

#### TRACK.

*Main Line, Chicago to Cairo, 364.7 miles.*—In addition to 14.95 miles of third main track, 14.95 miles of fourth main track and 27.39 miles of additional main, which is located in the terminal district of Chicago, this line has 131.35 miles of double track between Chicago and Gilman and Carbondale and Bridge Junction. The track is laid with 75-lb. steel, with even joints on oak ties, and fastened with angle bars of suitable weight, having four (4) holes for track bolts. All switches are equipped with split points and spring rail frogs. Between Chicago and Kensington the track is ballasted with gravel and between Kensington and Cairo it is ballasted with crushed stone. The track is in first-class line and surface and maintained in first-class condition.

*St. Louis & Cairo Line, Carbondale to E. St. Louis, 91.5 miles.*—Track is laid with 70-lb. and 75-lb. steel on oak ties and fastened with angle bars of suitable weight. All switches are equipped with split points and spring rail frogs and well maintained. Track is ballasted with crushed stone, red gravel, chats and some cinders; is in excellent line and service and in first-class condition.

*St. Louis & Paducah Line, Brooklyn to Carbondale, 73.9 miles.*—This track is laid with 60-lb. steel on oak ties that is in fairly good condition and fastened with angle bars of suitable weight. The line for a part of the distance runs through the ozark mountains and in this territory; there were quite a number of ditches in rock cuts that needed considerable work in the way of cleaning and draining. Here and there are patches of crushed rock and screenings ballast, but the major part of the line is "mudtrack" on clay soil, and is maintained in good condition. All main track switches are equipped with split points and stiff frogs.

*Cape Girardeau Line, Texas Junction to Gale, 46 miles.* This is a part of the old Chicago & Texas line extending from Johnson City to East Cape Girardeau. The branch extending from McClure to Gale, five miles in length, was recently built by the I. C. R. R. Co., for the purpose of making connection with the Cotton Belt Line at Gale, where considerable transfer business is done by ferry.

The line is laid with 60 pound steel that is in fairly good condition and fastened with angle bars of suitable weight. The track is laid with even and broken joints on oak ties which are in good condition. Previous to the time the I. C. R. R. Co. acquired this property under lease, the ties were in bad condition, but during the short time they have had control of it, a great amount of work has been done in the way of replacing the poor ties. All switches are equipped with split points and stiff frogs. The track is being ballasted with crushed stone as rapidly as circumstances will warrant, and it will not be long before this line will be in first-class condition.

*Gilman to Springfield, 112.1 miles.*—Between Gilman and Clinton, 67.4 miles, the track is laid with 75-pound steel, and is in first class condition. Between Clinton and Springfield the track is laid with 60-pound steel which is also in good condition. The track is laid with even joints on oak ties and fastened with angle bars of suitable weight. Main track switches are equipped with both stiff and spring rail frogs and well maintained. The line is well ballasted with gravel including a few miles of cinder ballast and is maintained in first class condition, especially that part of the line between Gilman and Clinton which is traversed by their St. Louis trains.

*Havana Branch, Havana to Champaign, 100.8 miles.*—This line is laid with 60-pound steel with even joints on oak ties and fastened with angle bars of suitable weight. All switches are equipped with stiff or spring rail frogs and maintained in good condition. The track is not ballasted, but is in good line and surface.

*Bloomington Branch, Otto to Bloomington, 80.9 miles.*—Track is laid with 60-pound steel which is in good condition. It is laid with even joints on oak ties and fastened with angle bars of suitable weight. Considerable of this line is ballasted with crushed stone, gravel and cinders and is in good condition. Switches on the main line are equipped with split points and stiff or spring rail frogs. Considerable work has been done on this branch in the way of widening out banks and cuts.

*Pontiac Branch, Saxony to Minonk Junction, 41.8 miles.*—This line is very much similar to the Bloomington Branch and is also in good condition.

*Effingham & Switz City Line, Effingham to Wabash River, 56 miles.*—This is the old Indiana & Illinois Southern R. R., recently acquired by the Illinois Central Railroad Co., and taking everything into consideration, I feel confident in saying there is not another road in the State that needed an overhauling worse than this one did. The track was laid with 60-pound steel which is the only part about the road that is in fairly good condition. A great many of the ties were all narrow guage ties that had been in use before the road was changed from narrow to standard guage. In all, about 75 per cent of the



ILLINOIS CENTRAL R. R. CO.—View of Inside of Tower of Interlocking System Near 14th Street, Chicago.



ties will have to be renewed. With the exception of about seven miles of gravel and cinder ballast, the track may truly be called a "mud track." The banks and cuts are narrow, and when the roadway was originally built very little grading was done, in consequence of which there are any number of short, steep grades. The right of way was also in a very unclean state and that part of it which was fenced was in bad condition. Not a sign of any kind was in existence. With the exception of one depot, which is in fairly good shape, there was not one that could even be patched.

During the short time the Illinois Central Railroad Co., has had control of it, nearly every bridge has been rebuilt, and a great many new ties have been inserted. They also had a large force of men and teams at work widening out the embankments cutting down grades, etc., and others rebuilding fences and setting signs. The next inspection no doubt will show that the line has been placed in first class condition.

*Freeport & Centralia Line, 275.5 miles.*—This is a part of the old main line originally built and extending from Cairo to Dubuque. It is a single track road laid with 60-pound steel and some 75 pound steel with even joints on oak ties. All switches are equipped with split points and stiff or spring rail frogs. With the exception of 30 miles between Centralia and Vandalia, the track is well ballasted with gravel and maintained in very good surface, although the 60 pound rail is considerably surface bent. It is the intention of the management however, to replace this 60-pound rail this coming season.

*Chicago & East Dubuque, 182 miles.*—This is a single track line excepting a distance of 14 miles between Portage curve and East Dubuque, where double track is in use. About one-half of this line is laid with 67 pound rail that is in fair condition, and the balance is laid with 85-pound steel that is in first class condition. Oak ties are used throughout and the joints are fastened with angle bars of suitable weight. All switches are equipped with split points and spring rail frogs and maintained in excellent condition. The track is well ballasted and is maintained in first class condition.

#### BRIDGES AND CATTLE GUARDS.

While there are a few pit guards here and there in use on some of the branch lines, the surface cattle guards of wooden character are used principally, although a few of iron construction are in use. While the number of wooden bridges on the 705.5 miles of road of the Illinois Central proper exceeds the number of permanent structures, the aggregate length of each kind is about equal. All wooden bridges on their main lines are replaced with structures of permanent character whenever the necessity for renewal is at hand. During the season just passed a number of wooden bridges on the Chicago division have been rebuilt with concrete culverts and a number of steel structures have been erected on the west end of their Dubuque line.

The branch lines are provided with quite a number of bridges and culverts of permanent character but the majority of them are of wooden design and all of them are in first class and safe condition. As a rule, all bridges of wooden character are provided with water barrels and several of them are provided with iron guard rails.

#### SIGNALING.

Hall automatic disc block signals are in use between Chicago and Kensington, a distance of 14.35 miles, and contracts are let for continuation of the system to Gilman, 66.56 miles. Through the foot hills of the Ozark range of mountains and commencing at a point three (3) miles south of Carbondale, the Hall automatic semaphore signals are in use for thirty miles south, making a total of 110.91 miles of line that will be equipped with block signals when contract for equipping line between Kensington and Gilman is completed.

In the northern part of the State on the main line of their Chicago division, quite a number of highway crossings in small towns and villages are equipped with automatic electric gongs that appear to give good satisfaction and is often the means of avoiding crossing accidents.

Semaphore train order signals are in use at all stations on the main line, Chicago to Cairo, Carbondale to East St. Louis, Gilman to Clinton, Centralia to Freeport, and on the Chicago and Sioux City line between Chicago and East Dubuque. The normal position of these signals are maintained at "danger." On all of the other lines in this State common train order signals are in use at stations excepting on the lines between Carbondale and Brooklyn, between Texas Junction and East Cape Girardeau and Gale and line between Effingham and Wabash river. The normal position of these train order signals is "clear" except for ten minutes after a train has passed a station.

There are on all lines operated by the Illinois Central Railroad Company in this State, 184 grade railroad crossings with 37 interlocking devices that are maintained in the highest standard where they have charge of the operation. White lights are used at night to show "clear" position on all block signals, interlocking signals, station train order signals and main line switches.

#### STATIONS AND BUILDINGS.

The station buildings on all lines excepting on the line from Carbondale to Brooklyn, Texas Junction to Gale and East Cape Girardeau and from Effingham to the Wabash river, are in good condition, a great many of them are structures of permanent character, commodious, neat in design and maintained in first class condition. Those on the line extending from Carbondale to Brooklyn are old depots of various shapes and sizes and are in fairly good condition. Those on the Chicago & Texas line and on the Indiana & Illinois Southern Railroad, both of which properties have not been long in the control of the Illinois Central Railroad Company, are in very poor condition. Their terminal station in Chicago erected 1892-93 may be considered one of the finest terminal stations in Chicago, and in addition to providing depot facilities for their own lines, accommodations are provided for the Michigan Central Railroad Company and the C. C. C. & St. L. Ry. Co. Extensive and complete shops where about 2,000 men are employed are located at Buraside, within the city limits of Chicago.

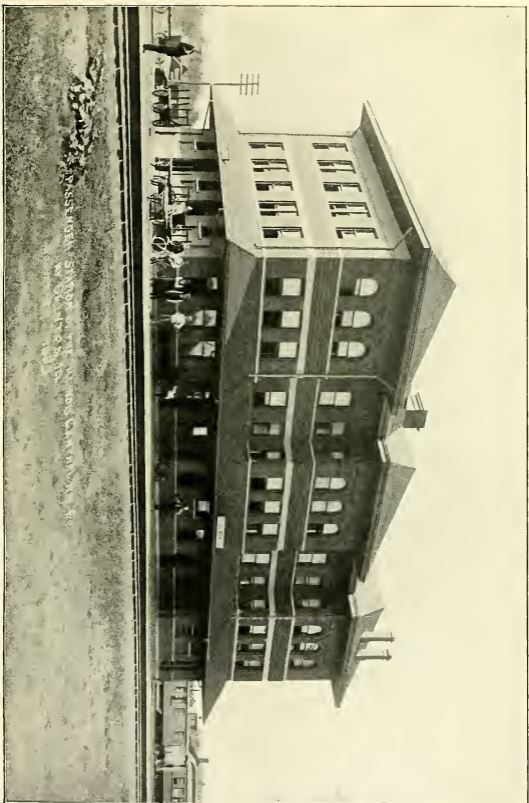
#### RIGHT OF WAY.

The right of way, generally speaking, is maintained in a clean condition excepting the right of way on the line between Carbondale and Brooklyn, Texas Junction to Gale and East Cape Girardeau and Effingham to the Wabash river where the weeds had not been cut. The matter of maintaining their right of way in a clean state is a subject of great expense to this corporation as considerable of their right of way is 200 feet wide. The most of their lines are fenced with the standard barb wire fence which is generally maintained in good condition. There is, however, considerable fence on the branch lines that is in need of repairs and renewals,

#### CONCLUSION.

All cross-overs on double track system are put in trailing. All commercial tracks where switches enter main tracks are provided with blind switches. All frogs and guard rails in switches are provided with blocking. All switches at junction points are equipped with semaphore stands. Only oak ties are used, and all main track on  $2\frac{1}{2}$  degree curves or sharper, is braced with brace blocks on inside and outside rail.

With the exception of one or two branch lines in the southern part of the State, the road is well provided with the necessary whistle posts, crossing signs and other signs of various kinds used for convenience and safety in operation. In addition to the 184 grade railroad crossings, there are on the lines of the Illinois Central Railroad Company, 45 overhead highway crossings, eight overhead railroad crossings, 26 street railways crossed at grade and 2,025 grade highway crossings.



ILLINOIS CENTRAL R. R. CO.—Passenger Station at Clinton, Illinois.



In addition to the 2.5 miles of roadway elevated in 1892 1893 consisting of eight to ten main tracks, this company also elevated a short section of the C. M. & N. line and the St. Charles Air Line in which it has an undivided one-fourth interest, all located within the city limits of Chicago.

The property of this company including its equipment with other appurtenances is, generally speaking, maintained in first class condition, and it may be truly said that this property ranks with the best in this State. As indicating the character of permanent structures on this system, there is shown in connection with this report, two half-tone plates of steel bridges, two views of the interlocking device at 14th street, Chicago, recently rebuilt, and one plate showing the combined passenger station and division office building at Clinton, Illinois, also four half-tone plates showing some work of permanent character of the St. Charles Air Line.

All of the lines of the Illinois Central Railroad Company were inspected, save some short branch lines or parts of branches, amounting in all to 201.3 miles.

#### LAKE STREET ELEVATED RAILROAD COMPANY.

The Lake Street Elevated Railroad Company has an ownership of 6.52 miles of road located on an elevated structure, being one of the first elevated roads built in the city of Chicago. It also has an ownership of 1.48 miles of third main track and 1.54 miles of yard track. Its line extends westward from 5th avenue and Lake street, Chicago, to the city limits on the west at 52d street. At that point it descends on an incline to the street grade where it connects with the Chicago & Harlem Railway, over which track it operates its trains under trackage rights for a distance of 1.47 miles, and from there on over the tracks of the Suburban Railroad Company, a distance of 1.30 miles through the villages of Austin, Ridgeland and Oak Park and terminates at Harlem avenue. This company only does a passenger and interurban business, and lands its passengers in the city of Chicago on the loop of the Union Elevated Railroad Company, which is operated jointly with the West Side Elevated Railway Company and the South Side Elevated Railroad Company. Steam was the motive power originally in use on this road, but a few years back it was substituted with electricity which is generated in their power house situated in the west part of the city. The current is taken from a third rail and transmitted to motor cars especially built for that purpose.

#### TRACK.

Their track is laid with steel weighting 70, 71 and 80 pounds to the lineal yard, with even joints on soft ties 8x8 inches, spaced 18 inches from center to center, and fastened with angle bars of suitable weight. Split points with spring rail frogs are in use in all switches and are well maintained. While the surface of this track was somewhat rough in places, it is, generally speaking, in good condition.

#### SIGNALING.

At the time of the inspection of this company, it had no block signals in use.

#### STATIONS.

All of the stations on the line of this road are of neat design and well adapted for the business of the company, and provided with commodious platforms.

#### CONCLUSION.

During the early history of this road it had considerable difficulty in paying fixed charges and for a time was operated by a receiver. Since then, the road has been placed on a sound financial basis, and with the gradual increase in traffic that has come to it, it was able to show a surplus from operations for the fiscal year ending June 30, 1899.

## LOUISVILLE, EVANSVILLE &amp; ST. LOUIS CONSOLIDATED R. R. Co.

The L., E. & St. L. C. R. R. Co. is a single track road and extends easterly across the State from East St. Louis to Mt. Carmel, a distance of 148.11 miles. It is also the owner of a Belt line extending from East St. Louis to Venice, 6.86 miles, making a total of 154.97 miles of road owned in this State. The road has been in the hands of a receiver since January 4, 1894.

## TRACK.

The track of the main line is laid with 56-pound steel rail between Wabash river and Mt. Vernon, 63.56 miles, 60-pound steel rail between Mt. Vernon and Belleville, 70.73 miles, and 70-pound rail between Belleville and East St. Louis, 13.82 miles. It is laid on oak ties with even and broken joints and fastened with angle bars of suitable weight. Most of the switches in use are stub switches and stiff frogs but are being replaced gradually with split switches and spring rail frogs which are now standard. The line is ballasted with chats between East St. Louis and Mt. Vernon, a great deal of which was done during the past season. Between East St. Louis and Belleville the track is in good condition and excellent surface. Between Belleville and Mt. Vernon, while the track is well ballasted, the rail is considerably surface bent owing to the fact that it was in use so long in dirt track. Between Mt. Vernon and Mt. Carmel, which is dirt track, the rail is also considerably surface bent and the track is somewhat rough in spots. I understand that considerable of the 56-pound rail will be replaced this coming year with 70-pound steel rail.

## BRIDGES AND CATTLE GUARDS.

Open and surface cattle guards of various kinds are in use, but the wooden surface guard is standard for all renewals. There are on the line of this road six bridges of steel construction aggregating 1,019 lineal feet, the balance being bridges of wooden character, a great many of which needed renewal or extensive repairs. During the time of the inspection in October, a great many bridges were being renewed and repaired and others filled up. Something like 10,000 lineal feet of wooden bridges have been renewed with culverts of permanent character or filled up instead.

## SIGNALING.

No block signals are in use. One interlocking system is in use at Mt. Vernon where this road crosses the C. & E. I. R. R. White lights are used at night to indicate "clear" position of all signals and switches.

## STATIONS AND BUILDINGS.

The stations on the line of this road are in a fair condition. At East St. Louis the company erected in 1894, a substantial and commodious freight house.

## RIGHT OF WAY.

The right of way was found in an unclean state so far as weeds were concerned. None of the line is fenced.

## CONCLUSION.

On the line of this road there are 5 overhead highway crossings, 2 overhead railroad crossings, 4 street railways crossed at grade, 22 steam railroads crossed at grade and 300 highways crossed at grade.

The equipment is in fair condition. During the time this property has been in the hands of a receiver, it has been much improved, and the management is making every effort to place it in first class condition.





BRIDGE 65-84 N.C.R.  
SOUTH OF CHEBANSE, ILL.  
LEHIGH TRUCKING CO. 34' 0" O.T. Q.  
BUILT 1889 BY THE Wm. D. Wm. CHICAGO, ILL.  
CONCRETE. PATENTS BY D. SINGLAIN, KANAWHA, ILL.  
JULY 6, 1898.

ILLINOIS CENTRAL R. R. CO.—Double track bridge south of Chebanse, Illinois.

## LOUISVILLE &amp; NASHVILLE R. R. Co.

The main line of this road extends southeast across the State from East St. Louis to Maunee, on the Wabash river, a distance of 133.67 miles, with a branch from McLeansboro to Shawneetown on the Wabash river, amounting to 40.7 miles, and the O'Fallon branch amounting to 6.04 miles, or a total of 180.41 miles of line owned and operated in this State. 5.31 miles, however, of the track leading out of Shawneetown is owned jointly with the B. & O. S.-W. Ry. Co.

## TRACK.

This is a single track road, and with the exception of 20 miles of 70 pound steel, the track is laid with light steel weighing 52 pounds, 56 pounds and 60 pounds per yard, and is laid on oak ties and fastened with angle bars of suitable weight. The main line is well ballasted with gravel and a few miles of crushed stone and cinders. The light steel is considerably surface bent, otherwise, it is in good line, in fairly good surface and the roadbed is maintained in a neat and clean condition. All main line switches are equipped with split points and spring rail frogs and all guard rails in switches are fastened to the stock rail with four (4) bolts and cast iron semaphores.

## BRIDGES AND CATTLE GUARDS.

Both main line and branches have open and surface cattle guards in track. Aside from three bridges of steel construction, the bridges are all of wooden design and maintained in first class condition. Quite a number of wooden bridges have recently been renewed with surface flooring where the track lies on six inches of gravel ballast. These bridges are built of cedar piles, four to each bent, with thirteen foot centers, and the balance of the material in the bridge is of creosoted hard pine: six stringers, each composed of two pieces of 4x16 are used to each span. It is then floored tight with three-inch stuff and fastened with six inch guard rails outside. All of the timber is framed before it is creosoted at their works in Mississippi. They have about twenty-five such bridges in this State which appear to give entire satisfaction. No bridge is constructed in this manner where the track is on a curve or where the bridge is longer than two hundred feet.

## SIGNALING.

No block signals are in use. Four railroads crossed at grade are provided with interlocking devices. With the exception of a few stations, all are equipped with semaphore train order signals which stand normally at "danger." White lights are used at night to denote "clear" position of all signals at all interlocking devices, train order signals and main track switches.

## STATIONS AND BUILDINGS.

Generally speaking, the passenger stations and buildings are maintained in fair condition. There are, however, quite a few that are in need of some repairs.

## RIGHT OF WAY.

The right of way is maintained in a neat and clean condition, and while the road is not all fenced, such of it as is fenced is in first class shape and maintained the best of any fence inspected this season. They have in use considerable barb wire fence, but are erecting now considerable woven wire fence which is standard with this company.

## CONCLUSION.

Highway crossing signs, whistle posts and other necessary signals are in use for the convenience and safe operation of the road. This road crosses four (4) street railways at grade, thirteen (13) steam railroads at grade and 208 highways at grade. The equipment of this road is in first class condition and well maintained. Generally speaking, this road is in first class condition and maintained to a degree suitable for the requirements of its business.

## METROPOLITAN WEST SIDE ELEVATED RY. CO.

The Metropolitan West Side Elevated Ry. Co., which is the successor to the Metropolitan West Side Elevated Railroad Company, owns and operates in all a total of 14.76 miles of road built on an elevated structure, and located within the limits of the City of Chicago. From Van Buren street to Marshfield avenue, a distance of two (2) miles it operates four (4) tracks. Marshfield avenue is the junction point for the four (4) branches running south, west, north and northwest. This road is one of the latest built roads now in operation and is considered one of the best constructed elevated roads in the City of Chicago.

The motive power in use by this company is electricity, which is generated at their power house on Loomis street near Van Buren street in the west part of the city. By the system in use by this company the current is taken from a third rail and transmitted to motor cars especially built for that purpose.

It also operates under lease 0.19 miles of double track road owned by the Union Consolidated Elevated Railroad Co., whereby it connects with a loop of the Union Elevated R. R. Co. As in the case of the Lake Street Elevated R. R. Co., the passengers of this company are also landed on the loop of the Union Elevated R. R. Co., which is operated jointly.

## TRACK.

Their track is laid with 80-pound steel rail with even joints on soft ties six inches by six inches in size, spaced 20 inches from center to center, and fastened with angle bars of suitable weight. All switches are provided with split points and spring rail frogs, and including the track are maintained in excellent surface and first class condition.

## SIGNALING.

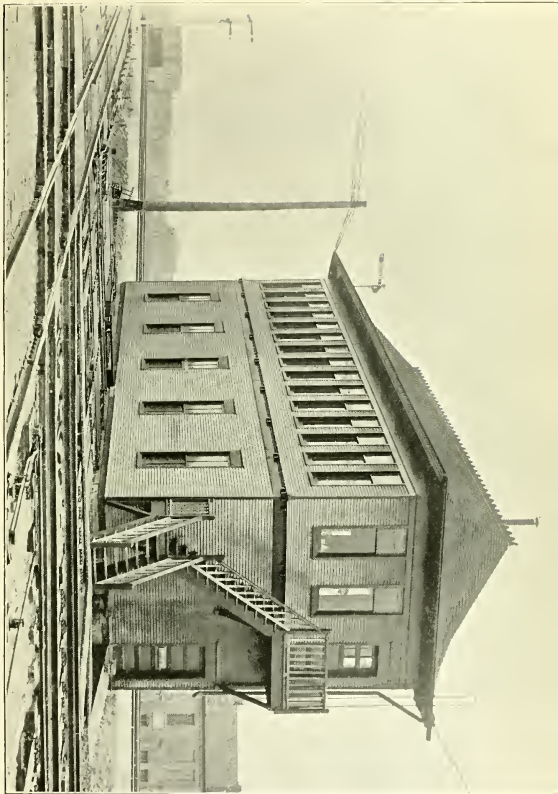
The four track system including the curves on their northwest line from Ogden avenue and just north of Division street is provided with automatic block signals in conjunction with automatic stops and having in all a total of 36 signals. All their motor cars, of course are equipped for applying the brakes should a train run against a signal at "danger," and in order to make a confirmatory test of this device, a motor car was provided for the use of the Commission during the inspection of this property and in no event was it possible for a train to run by the signal without being automatically stopped.

This company also has the junction at Market street, its drawbridge over the Chicago river, its tracks at canal street, the junction at Marshfield avenue and the junction at Robey street protected with mechanical interlocking systems, all of which are maintained in excellent condition.

## STATIONS.

The stations on this road are all of neat design, commodious and always maintained in a clean and excellent condition, and are provided with covered platforms of ample capacity.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.—Tower at Pacific Junction interlocking at crossing of C. & C. B. Div. and C. & M. Div.  
Size 18 ft. by 36 ft. and contains mechanical machine with a capacity of 108 levers installed by Union Switch and Signal Co.





## CONCLUSION.

On January 20, 1897, this property was placed in the hands of a receiver; since that time it has been placed on a firm basis financially, and on February 2, 1899, it passed into the hands of the present company.

During the fiscal year ending June 30, 1899, there were a total of 25,841,995 passengers handled on this road, during which time one employé was killed, one passenger committed suicide and another one was killed through negligence of his own in attempting to board a moving train. The few casualties as compared with the number of people handled speaks well for the management.

## MOBILE &amp; OHIO R. R. Co.

The Mobile & Ohio R. R. extends southeasterly and south from East St. Louis to Cairo, Illinois, a distance of 151.6 miles, with branch extending from Milstadt to High Prairie, a distance of 9 miles, making a total of 160.6 miles owned and operated by this company. The line has a great number of heavy grades and sharp curves. The track is laid with steel weighing about 60-lb. per yard, with the exception of about 28 miles which has recently been laid with 70-lb. steel. All of the old steel is laid with broken joints on oak ties and fastened with angle bars of suitable weight. The new steel is laid also with broken joints on oak ties and will be fastened with Webber joints as soon as the track is ballasted. About 25 miles of the main line is ballasted with chats, and it was the intention of the management to ballast about 20 miles more this season. Owing to a great number of sharp curves brace blocks are provided for bracing the rail on every other tie. Generally speaking the track is maintained in good condition.

## BRIDGES AND CATTLE GUARDS.

Both pit and surface guards are in use on this road. The wooden bridge at Fish Lake was badly in need of renewal and it was the understanding that this bridge would be rebuilt at once. This company also had on the list for renewal and extensive repair several other wooden bridges. All bridges are provided with water barrels, but no bridge on this line is equipped with iron guard rails.

## SIGNALING.

No block signals are in use. During the time of our inspection all stations were being provided with semaphore telegraph signals. No interlocking devices are in use on this road in this State. White lights are used at night to denote "clear" position on all signals and main track signals.

## STATIONS.

The stations and buildings are maintained in a fairly good condition.

## RIGHT OF WAY.

The right of way is also maintained in a clean condition, and such of it as is enclosed is fenced with barb wire fence and well maintained.

## CONCLUSION.

There are on the line of this road one (1) overhead highway crossing, one (1) street railway crossed at grade, seven (7) steam railroads crossed at grade and 172 grade highway crossings. This road is well provided with highway crossing signs, whistle posts and other necessary signs for convenience and safety in operation. The management appears to be making an extraordinary effort to place this property in first-class condition.

## PEORIA &amp; PEKIN UNION RY. CO.

The Peoria & Pekin Union Ry. Co. is a terminal company, constructed for the purpose of providing terminal facilities for roads entering Peoria, the third largest railroad center in this State. It has a double track road on the east side of the Illinois river, 5.8 miles in length between Peoria and Pekin, and a single track road on the west side of the river, 9.34 miles in length between Peoria and Holois Junction.

## TRACK.

Both lines are laid with 70-lb. steel rail on oak ties and fastened with angle bars of suitable weight. All main track switches are equipped with split points and spring rail frogs. Both lines are well ballasted with cinders and maintained in good condition.

## BRIDGES.

There are two (2) bridges of steel construction, one of them being the drawbridge across the Illinois river, which is a single track bridge, but carries two (2) sets of rail for double track purposes and forming a gauntlet at each end of bridge. The balance of the bridges are of wooden construction and 14 in number, aggregating 1,131 feet. All are in good condition.

## SIGNALING.

No block signals are in use. This line has three interlocking devices at grade crossings and junctions, all of which are maintained in good condition. White lights are used at night on all signals at interlocking systems and train order signals, and green lights on all main track switches to show "clear" position.

## STATIONS.

All stations on this line are maintained in fairly good condition. The terminal station in Peoria is receiving extensive repairs, which was badly needed. A new train shed is also being built and the station tracks are being rearranged to suit the improved conditions.

## RIGHT OF WAY.

The right of way is maintained in a fairly clean condition and is fenced with standard barb wire fence that is well maintained.

## CONCLUSION.

There are on the line of this road four (4) double track crossings and five (5) single track crossings and thirty (30) grade highways and streets. Generally speaking the property is maintained in good condition.

The proprietary lines of the P. & P. U. Ry. Co. are the C., C. & St. L. Ry. Co., C., P. & St. L. R. R. Co., L. E. & W. Ry. Co., P., D. & E. Ry. Co. and the T., P. & W. Ry. Co. The tenant companies using the property of this terminal company are the C. & A. R. R. Co., Iowa Central Ry. Co., T., H. & I. R. R. Co., C., R. I. & P. Ry. Co. and the R. I. & P. Ry. Co.

## ROCK ISLAND &amp; PEORIA RY. CO.

This road lies wholly within this State and extends southwesterly from Rock Island to Peoria, a distance of 91 miles, with a branch from Milan to Cable, 22 miles in length, and a branch from Presumption to Sherrard, 5 miles in length, making a grand total of 118 miles.



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO., C. & C. B. DIV.—Double track plate girder bridge over Kishwaukee River, near Genoa, Ill. Length 216 ft.



## TRACK.

*Main Line, 91 miles.*—The main line is a single track road and laid with 56-lb., 60-lb. and some 80-lb. steel rail, with even joints and fastened with angle bars of suitable weight, excepting the 80-lb. rail which is fastened with continuous rail joints. The 80-lb. rail is comparatively new and is the standard pattern for relaying purposes. The 60-lb. rail is in fairly good condition, but the 56-lb. rail is badly surface bent and rides quite rough, being entirely unsuitable for the amount of traffic passing over it. Cedar ties are used on tangents and oak ties on curves.

All switches are equipped with split points and stiff frogs and maintained in good condition. The track is well ballasted with gravel and is maintained in good condition with the exception of that part of the line laid with 56-pound rail which is in as good condition, as far as line and surface is concerned, as the condition of the rail will permit.

*Cable Branch, 22 Miles.*—Single track road laid with 52-pound steel rail fastened with angle bars of suitable weight. Cedar ties are used on tangents and oak ties on curves. Stub switches with stiff frogs are in use. This track is ballasted with sand, gravel and cinder ballast, is in good line and surface and maintained in good condition.

## BRIDGES AND CATTLE GUARDS.

Most of the cattle guards on the main line and all cattle guards on the Cable and Sherrard branches, are pit guards. A few surface cattle guards of various kinds are in use on the main line, and these will be used entirely in the future.

Up to June 30, 1899, this company had twelve (12) bridges of iron construction, one (1) combination bridge and 98 wooden bridges, and except such bridges as were being renewed, repaired or filled up, all appeared to be in good condition. A large number of wooden bridges have been filled up during the past two years, a great number of which were replaced with culverts of permanent character. All bridges of permanent character are provided with iron guard rails.

## SIGNALING.

No block signals are in use. On the main line there are four (4) interlocking devices at grade crossings. All stations are provided with common train order boards. White lights are used at night to show "clear" position of all signals and main track switches.

## STATIONS.

All stations and buildings are generally maintained in good condition.

## RIGHT OF WAY.

All of their right of way is maintained in a clean condition and is enclosed with barb wire fence that is maintained in first-class condition. About 25 miles of fence was rebuilt and repaired during the past season.

## CONCLUSION.

The necessary whistle posts, crossing signs and others for convenience and safety in operation, are in use. The highway crossing signs on the Cable branch, however, are very much in need of a coat of paint.

Extensive improvements in the way of reducing grades on the main line was in progress during the season just past. At Spoon River the grade is being reduced to seven and eight-tenths grade for about one (1) mile in length, and just west of Cambridge for about one (1) mile in length, the grade is also being reduced to an eighth-tenths basis, the deepest cut being 22 feet.

On the line of this road there is one (1) overhead highway crossing and it crosses at grade one (1) electric street car line, five (5) steam railroads and 201 streets and highways. Generally speaking this road is maintained in good condition.

#### ST. LOUIS, CHICAGO & ST. PAUL R'Y. CO. OF ILLINOIS.

This company operates its line in connection with the C., P. & St. L. R. R. Co. of Illinois, its main line extending from Springfield to Granite City, a distance of 101 miles. Between Granite City and St. Louis their trains are operated over foreign lines. This company also owns a branch extending from Lock Haven to Grafton, 84 miles, and is the owner of a proprietary line in Alton, Illinois, one (1) mile in length, making a total ownership of 110.5 miles.

#### TRACK.

*Main Line 101 Miles.*—With the exception of 14 miles of 70-pound steel rail, the line is all laid with 60 pound steel rail. It is laid with broken joints on oak ties and fastened with angle bars of suitable weight. The track is all ballasted with crushed stone, but that part of the line between Granite City and Lock Haven, 23 miles, is not in very good surface and is quite rough. This part of it, however, is now being reballasted. The remainder of the line to Springfield is in very good surface and line. All main track switches are equipped with split points and stiff frogs and maintained in good condition.

#### BRIDGES AND CATTLE GUARDS.

A few pit guards are still in use on this line but all will eventually be filled up and replaced with surface cattle guards which are standard. All of their bridges are in first-class condition, and during the past year about 500 lineal feet of bridging has been filled up.

#### SIGNALING.

No block signals are in use. Of the seven (7) railroads crossed at grade three (3) of them are interlocked. All stations are equipped with semaphore train order signals. White lights are used at night to show "clear" positions of all signals and main track switches.

#### STATIONS.

All stations on this line are maintained in excellent condition. A particularly handsome station was completed last spring at Jerseyville, a cut of which appears in this report.

#### RIGHT OF WAY.

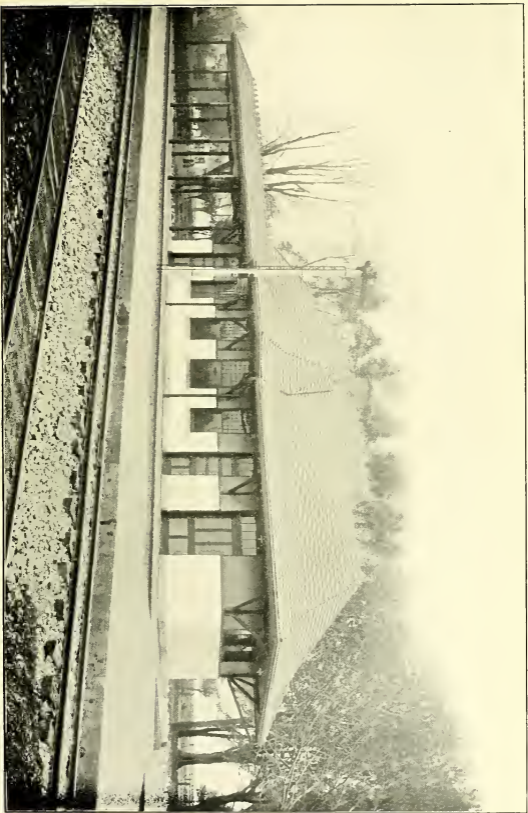
The right of way is maintained in fairly clean condition and is enclosed with good fence excepting about 38 miles of road which has not been enclosed.

#### CONCLUSION.

The necessary whistle posts, crossing signs and others necessary for convenience and safety in operating the road are in use, and on no road thus far inspected, were the signs in such a neat and trim condition as on this road.

There are on the line of this road three (3) overhead highway crossings, seven (7) railroad crossings and 100 streets and highways crossed at grade.

Since the property has been placed in the hands of a receiver, October 1, 1898, it has been much improved and may be considered to be in good condition.



ST. LOUIS, CHICAGO & ST. PAUL RAILWAY CO.—Passenger station recently completed at Jerseyville, Illinois.



## ST. LOUIS, PEORIA &amp; NORTHERN R'Y. CO.

This company operates between Peoria and St. Louis and owns a total of 141.4 miles of track extending from Grove on the north where it connects with the tracks of the P. & P. U. R'y Co., to Glen Carbon on the south where it connects with the tracks of the C., P. & St. L. R. R. Co. This company is a new corporation, and having acquired by purchase an established line between Glen Carbon and Springfield, formerly operated by the C. P. & St. L. R. R. Co., it proceeded to build between Springfield and Grove, thus giving Springfield a direct line to Peoria. Construction began in the summer of 1897 and the road was open for operation May, 1898. The line was inspected on January 27, 1899, almost a year from date.

## TRACK.

Between Grove and Springfield, the newly constructed line, the track is laid with 75-pound steel rail on oak ties, and fastened with reinforced angle bars. The track has all had one lift of gravel, but being on a new bed, is quite rough. Preparations were being made to reballast this part of the line in the spring, which if done, would make first-class track. South of Springfield the track is laid with 60-pound steel that has been in use for several years. This part of the line was being relaid with 75-pound steel, but just how much of it was relaid I am unable to say. With the exception of patches of gravel, chats, cinders and slag, not much of the line south of Springfield is ballasted.

## BRIDGES AND CATTLE GUARDS.

With the exception of a few pit guards south of Springfield, surface cattle guards are generally in use on this line.

North of Springfield, all of the bridges are new, and of course are in good condition. South of Springfield there were quite a number of bridges that needed renewals or extensive repairs. Their attention was called to certain bridges that required these repairs at once with the result that considerable work was done in this line during the past season. None of their bridges are provided with iron guard rails.

## SIGNALING.

No block signals are in use. All stations south of Springfield were equipped with common train order boards and those north of Springfield were to be equipped in like manner. There are twelve (12) interlocking devices in use at grade railroad crossings, all of which are maintained in good condition where this company has charge of the operations. This company was the first to adopt the automatic interlocking device installed by the Rowell-Potter Safety Stop Co. at Hawley where they cross two tracks of the P. D. & E. Ry. Co. White lights are used at night to show "clear" position at all signals.

## STATIONS AND BUILDINGS.

North of Springfield all stations are now well arranged and maintained in excellent condition. South of Springfield the stations are in fairly good condition. A round house and shops of suitable character were erected at Springfield where all necessary repairs to equipment is made.

## RIGHT OF WAY.

The right of way is maintained in a fairly clean condition and is suitably fenced.

## CONCLUSION.

Since the inspection of this line, the understanding is that this road has been sold to a syndicate that purchased the C. & A. property. Since then very little has been done on the contemplated improvements except which was in actual course of construction. At this writing it is learned that the C. & A. R. R. Co. will operate the road north of Springfield and the I. C. R. R. Co. will operate that part of it south of Springfield and eventually run their St. Louis trains over it via Springfield.

## SOUTH SIDE ELEVATED RAILROAD COMPANY.

This company owns and operates 8.72 miles of double track built on an elevated structure, extending from Van Buren street and Wabash avenue to 63d street and Stony Island avenue in the city limits of Chicago. Like the Lake Street Elevated Railroad Co. and the Metropolitan West Side Elevated Railway Co. it lands its passengers on the loop of the Union Elevated Railroad Co., which it operates jointly with the other companies.

Originally steam was the motive power used on this road, but a few years ago the motive power was changed to electricity, which is generated in their power house located at 40th and State streets, Chicago. The Sprague system, whereby each car is a motor car of itself, thus enabling the motorman to operate the train from any car in it, is in use by this company, the current being taken from a third rail.

## TRACK.

Their track is laid with 90-lb. steel rails with even joints on soft ties 8x8 inches in size and spaced 18 inches from center to center, and fastened with angle bars of suitable weight. All switches are provided with split points and spring rail frogs, all of which are maintained in excellent surface and first class condition.

## SIGNALING.

At the time of the inspection, this company had no block signals in use, but they had under construction by their own forces, a system of automatic signals which were formerly in use before the road changed their motive power, and I presume no doubt these signals are now in operation. The one or two accidents this company had resulting from rear end collisions has spurred them on to get these signals in use as soon as possible.

## STATIONS.

There are a total of twenty-two stations on the line of this road averaging about 0.41 miles apart. All of them are neat in design and maintained in a clean and excellent condition, and are provided with covered platforms of ample capacity.

## CONCLUSION.

The South Side Elevated Railroad Company was organized January 14, 1897, and is the successor of the South Side Rapid Transit Company, which company also became involved in financial difficulties and for a time this property was operated by a receiver. This company is now on a firm financial basis and handles on an average of 56,250 passengers per day. From its operations for the last fiscal year, it was able to meet all fixed charges in addition to paying one (1) per cent on its capital stock with considerable surplus remaining.

PASSENGER STATION  
C. & N. W. RY.  
ELMHURST, ILLS.  
DEC. 1899

CHICAGO & NORTHWESTERN RY. CO., GALENA DIVISION.—Passenger Station at Elmhurst, Illinois.





# UNION ELEVATED RAILROAD COMPANY.

The Union Elevated Railroad Company was organized November 22, 1894 and built during the year 1897 for the purpose of providing terminal facilities for all the elevated roads in the city of Chicago. It is constructed in loop form and has a total of 2.20 miles of double track located on an elevated structure.

The elevated companies using the terminal facilities of this road are the Lake Street Elevated R. R. Co., the Metropolitan West Side Elevated Ry. Co. and the South Side Elevated Ry. Co. The North-West Elevated R. R. Co., which is now in course of construction, will also use these terminal facilities.

## TRACK.

The track of this company is laid with 80-lb. steel rail with even joints on soft ties 8 inches x 8 inches in size and spaced 18 inches from center to center, and fastened with angle bars of suitable weight. All switches are provided with split points and spring rail frogs and these, together with the track, are maintained in first class condition.

## SIGNALING.

While a great number of trains are hauled over this loop, they are generally operated under slow speed, and it is probably for this reason that a system of block signals is not in use. However, they have in use an automatic block signal at 5th Avenue and Lake Street and another one at Wabash Avenue and Harrison Street which give protection to trains while unloading passengers beyond the curve.

For the purpose of moving trains expeditiously at the junction points there is in use an interlocking system at 5th Avenue and Van Buren Street and also one at Van Buren Street and Wabash Avenue. These interlocking devices however, are not operated under the authority of the Commission.

## STATIONS.

The stations are conveniently located and none of them are greater than two blocks apart. They are all neat in design and commodious, and are provided with covered platforms of ample capacity and maintained in an excellent condition.

This company owns no equipment, the road being operated by the tenant companies. Having only a double track line, the capacity of the road is severely taxed during the rush in the morning and evening. When the North Western Elevated R. R. Co. begins operating its trains around the loop, together with the gradual increase of traffic on other roads, it is only a question of time, in my opinion, when the two tracks will be utterly inadequate to handle the business.

## WABASH, CHESTER & WESTERN R. R. Co.

The Wabash, Chester & Western R. R. Co. is a single track road lying wholly within the State, and extending from Mt. Vernon southwesterly to Chester, on the Mississippi river, a distance of 63.33 miles. The track is laid with 60-lb. steel that is in good condition. It is laid with even joints on oak ties, and fastened with angle bars of suitable weight. All main track switches are provided with split points and stiff frogs. The track is not ballasted, but considering the character of the soil the major part of the line traverses, it is maintained in good line and surface.

## XCVIII

### BRIDGES AND CATTLE GUARDS.

Owing to the fact that not much of the line is fenced, there are not many cattle guards in use, and such as are in use are mostly pit guards. The bridges on this line are mostly in good condition and well maintained.

### SIGNALING.

No block signals or train order signals at stations are in use. Of the five (5) railroads crossed at grade, two (2) of them are interlocked. White lights are used at night on all signals and on all main track switches to show "clear" position.

### STATIONS.

With the exception of two stations on this line all are of neat design and well maintained, with the exception that quite a number of them are in need of paint and a general overhauling.

### RIGHT OF WAY.

The right of way is maintained in fairly clean condition. Only a part of the line is fenced and the larger part of this is in poor condition, including many of the wing fences. Where it is fenced, quite a number of farm crossings were noticed without gates.

### CONCLUSION.

In addition to the five (5) grade crossings mentioned, the road crosses 64 highways and streets at grade. Generally speaking, this road is maintained in fairly good condition, suitable to the character of the business handled.

### WISCONSIN CENTRAL COMPANY.

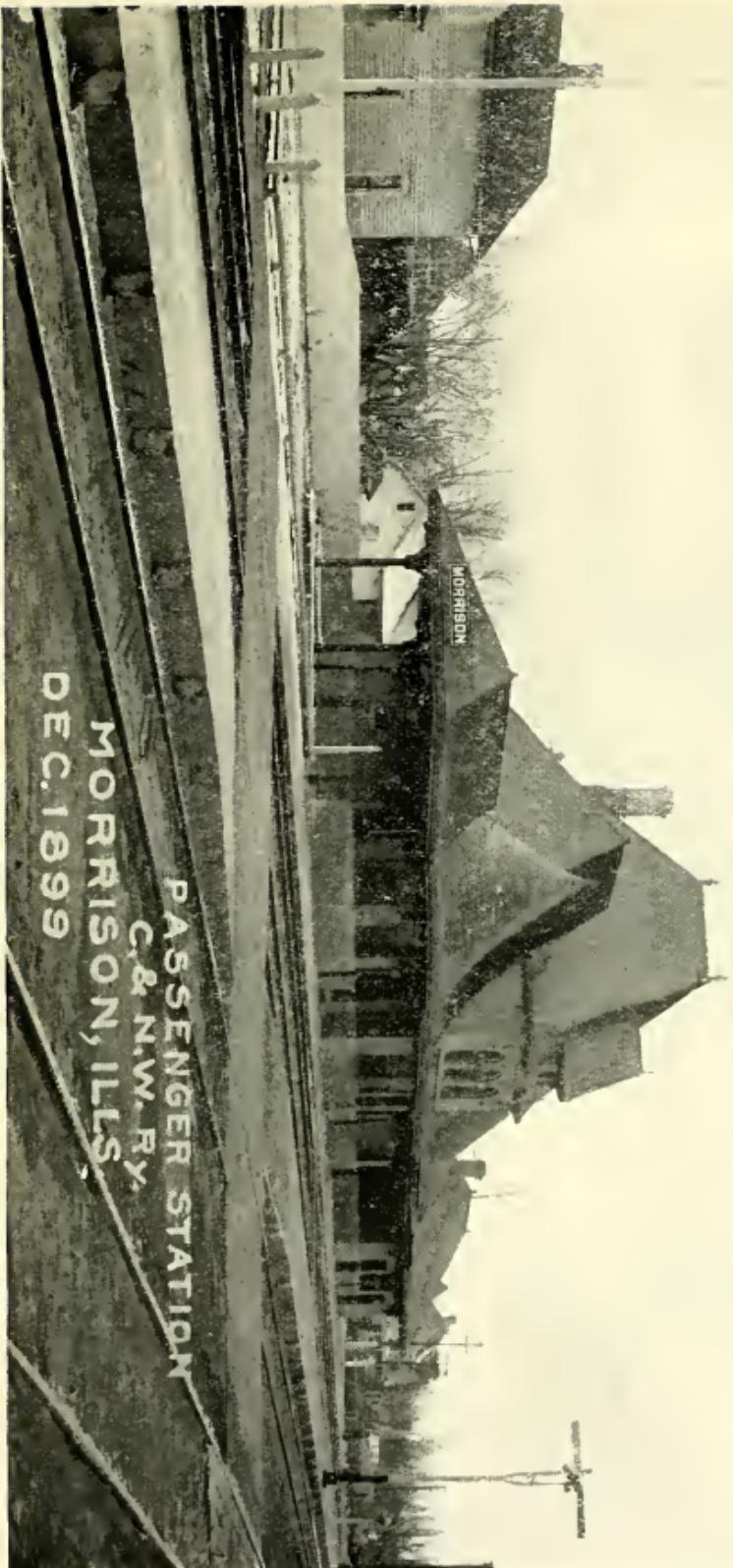
The Wisconsin Central Company owns no road in this State, but it operates the single track road owned by the Chicago & Wisconsin R. R. Co., which extends northerly from Altenheim, a suburb of Chicago, to the State line near Antioch, a distance of 48.72 miles.

### TRACK.

With the exception of about ten (10) miles, the entire line is laid with 85-lb. steel rail, the most of it being laid during the season just past. It is laid with even joints on tangents and broken joints on curves, and fastened with angle bars of suitable weight. Oak ties are principally used although they have some hemlock ties in the track. In the track laid with 85-lb steel all switches are equipped with split points and spring rail frogs. The line is all ballasted, and while the track laid with new rail rides fairly well, it will be in first class condition as soon as it receives another lift of gravel, which is now in progress.

### BRIDGES AND CATTLE GUARDS.

While there are a few pit guards in use most of the cattle guards on this line are surface guards of both iron and wooden construction. The wooden bridges are all in fair condition, having been built about four years ago, but it is the intention of the management to rebuild all of them this coming season with permanent structures.



PASSENGER STATION  
C. & N.W. RY.  
MORRISON, ILLS.  
DEC. 1899



## SIGNALING.

No block signals are in use. Of the five (5) grade railroad crossings, four (4) of them are interlocked and such as are in charge of this company are well maintained. All stations are equipped with train order boards. White lights are used at night to indicate the "clear" position on all signals and main track switches.

## STATIONS.

The stations on this line are well adapted to the requirements of business handled and well maintained.

## RIGHT OF WAY.

While the right of way had not been cut, of the grass and weeds of which there are very few in this part of the State, it did not have an unclean appearance. It is enclosed with standard wire fence that is in fairly good condition. The wing fences at highway crossings are in good shape and neatly whitewashed.

## CONCLUSION.

In addition to the five (5) grade railroad crossings above mentioned the road crosses 63 streets and highways at grade. The necessary whistle posts, crossing signs and other signs necessary for convenience in operating the road are in use. In addition to several miles of new 85 lb. steel laid during the past season a great deal has been done in the way of widening embankments and cuts and reducing grades.

The ruling grade of the line as originally built was on a 0.6 basis, and when the work is completed that is now in hand the ruling grade will be on a 0.3 basis.

This company was placed in the hands of receivers September 26-27, 1893, and was sold under foreclosure on April 7 of the present year. The appointment of receivers has resulted favorably, as the property has been greatly improved under their management and is in first-class condition.

Respectfully submitted,

(Signed),

F. G. EWALD,  
*Consulting Engineer.*

SPRINGFIELD, Ill., Dec. 1, 1899.

*Statement of Interlocking Devices at Crossings, Junctions and Draw  
Commission up to*

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Alhambra .....	Crossing .....	Ill. Cent. R. R. Co.—T., St. L. & K. C. R. R. Co.
Alvan .....	" .....	Ill. Cent. R. R. Co.—C. & E. I. R. R. Co.
Alton .....	Crossing and jets ..	St. C., M. & St. L. B. R. R. Co.—C. & A. R. R. Co.—C., C. & St. L. Ry. Co.—Ill. Ter. R. R. Co.—St. L., C. & St. P. Ry. Co.
Ashley .....	Crossing .....	Ill. Cent. R. R. Co.—L. & N. R. R. Co.
Aurora (South) .....	" .....	E., J. & E. Ry. Co.—C., B. & Q. R. R. Co.
Barrington .....	" .....	E., J. & E. Ry. Co.—C. & N. W. Ry. Co.
Bellewood .....	" .....	C. Gt. W. Ry. Co.—C. J. Ry. Co.
Blue Island .....	" .....	C. T. T. R. R. Co.—C. & G. T. Ry. Co.
Branch Junction .....	Crossing and jet ..	Ill. Cent. R. R. Co.—C. & C. R. R. Co.
Bureau Creek .....	Gauntlet at bridge.	C., B. & Q. R. R. Co.
Bureau Creek (West)....	" .....	C., B. & Q. R. R. Co.
Burlington, Ia. ....	Drawbridge Miss. R	C., B. & Q. R. R. Co.
Burham .....	Crossing .....	Penn. Co.—C. & W. I. R. R. Co.
Calumet Park .....	Crossing .....	Penn. Co.—C. J. Ry. Co.—C. T. T. R. R. Co.— M. C. R. R. Co.
Calumet River .....	Drawbridge Cal. R.	M. C. R. R. Co.
Carbondale .....	Crossing and jet ..	Ill. Cent. R. R. Co.
Chappell .....	Crossing .....	C. T. T. R. R. Co.—C. & A. R. R. Co.—M. C. R. R. Co.
Chicago Heights .....	" .....	C. & E. I. R. R. Co.—M. C. R. R. Co.
Chicago Heights .....	" .....	E., J. & E. Ry. Co.—C. & E. I. R. R. Co.
Chicago Ridge .....	" .....	C. T. T. R. R. Co.—Wabash R. R. Co.
Coal City .....	" .....	E., J. & E. Ry. Co.—A. T. & S. F. Ry. Co.—C. & A. R. R. Co.
Colona .....	" .....	C., R. I. & P. Ry. Co.—C., B. & Q. R. R. Co.
Curran .....	" .....	St. L., C. & St. P. Ry. Co.—Wabash R. R. Co.
Chicago— Ash st .....	" .....	Ill. Cent. R. R. Co.—A., T. & S. F. Ry. Co.—C. J. Ry. Co.—C. T. T. R. R. Co.—P., C., C. & St. L. Ry. Co.
Auburn Jet. (75th st.)..	Junction .....	C. & W. I. R. R. Co.
Auburn Park (79th st.)	Crossing and cons..	C. & W. I. R. R. Co.—C., R. I. & P. Co.
Beverly Hills .....	" .....	C., R. I. & P. Ry. Co.—P., C., C. & St. L. Ry. Co.
Beverly Junction .....	Crossing and jet...	P., C., C. & St. L. Ry. Co.—B. & O. R. R. Co.— C., R. I. & P. Ry. Co.
Bridgeport .....	Crossing & drawb'ge	C. & A. R. R. Co.—A., T. & S. F. Ry. Co.—Ill. Cent. R. R. Co.
Burnside .....	Crossing .....	Ill. Cent. R. R. Co.—C. & W. I. R. R. Co.—C., R. I. & P. Ry. Co.
Calumet River .....	Drawbridge Cal. R.	C. & E. I. R. R. Co.
Calumet River .....	Drawbridge .....	Penn. Co.
Calumet River .....	Junction .....	Penn. Co.—L. S. & M. S. Ry. Co.
Calumet River .....	Drawbridge Cal. R.	L. S. & M. S. Ry. Co.
Calumet River .....	Drawbridge .....	C. & W. I. R. R. Co.
Calumet River .....	Drawbridge & jets	B. & O. R. R. Co.—C. S. & M. S. Ry. Co.
Canal st .....	Cross-overs & jets.	M. W. S. E. Ry. Co.
Chicago River .....	Drawbridge & con.	C. T. T. R. R. Co.

*Bridges, on account of which Permits have been issued by the December 1, 1899.*

Date of First Permit.	Date of Last Permit.	No. of working levers.....	Capacity of machine.....	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
May 16, 1895	May 25, 1898	13	16	National S. & S. Co.	Mechanical ..	.....
July 29, 1893	July 29, 1893	12	16	Johnson R. R. S. Co.	"	.....
April 26, 1899	Feb. 10, 1898	20	24	Union S. & S. Co...	"	.....
Sept. 6, 1898	Sept. 6, 1898	23	28	"	"	.....
Oct. 7, 1891	Oct. 7, 1891	20	24	"	"	.....
Jan. 3, 1890	June 7, 1898	16	16	"	"	.....
Jan. 21, 1898	Jan. 21, 1898	20	36	National S. & S. Co.	"	.....
Mar. 20, 1890	April 6, 1898	46	56	Union S. & S. Co...	"	Renew'd with new machine in 1898.
April 5, 1899	April 5, 1899	21	24	"	"	.....
Feb. 1, 1899	Feb. 1, 1899	10	12	Allentown R. M. Co..	"	Originally installed in 1886...
"	"	12	12	"	"	Originally installed in 1886...
Mar. 3, 1897	Mar. 3, 1897	6	6	Union S. & S. Co...	"	.....
Mar. 13, 1893	Mar. 13, 1893	29	32	"	"	.....
Oct. 6, 1894	Aug. 31, 1897	73	100	"	"	.....
May 3, 1892	May 3, 1892	7	7	"	"	.....
Dec 11, 1895	May 23, 1899	28	32	National S. & S. Co.	"	.....
April 2, 1890	Dec. 10, 1897	36	36	Union S. & S. Co...	"	.....
April 5, 1889	Dec. 6, 1892	4	4	"	"	Wheel machine..
"	"	4	4	"	"	.....
Mar. 20, 1890	Aug. 19, 1897	14	16	"	"	Renew'd with new machine in 1897.
Jan. 17, 1890	Jan 17, 1890	9	9	Randolph S. & S. S..	"	.....
Mar. 27, 1890	Mar. 22, 1899	16	16	Union S. & S. Co...	"	Machine enlarged and renewed with improved locking in 1899.
Feb. 6, 1894	Feb. 6, 1894	10	12	National S. & S. Co.	"	.....
Dec. 5, 1889	Aug. 7, 1899	77	77	Union S. & S. Co ...	"	.....
Dec. 1, 1891	Dec. 1, 1891	48	48	Johnson R. R. S. Co.	"	.....
Mar. 20, 1890	Nov. 16, 1898	60	60	Union S. & S. Co ...	"	Rebuilt in 1898....
April 5, 1889	Mar. 14, 1894	12	12	"	"	Towers slotted...
Mar. 14, 1894	Sept. 26, 1899	30	30	"	"	"
April 23, 1890	April 23, 1890	36	36	"	"	.....
Dec. 15, 1896	June 20, 1899	98	144	"	"	.....
June 30, 1892	June 30, 1892	7	8	"	"	.....
June 21, 1895	June 21, 1895	8	8	"	"	.....
Jan. 30, 1896	Jan. 30, 1896	12	16	"	"	Discontinued permanently April 22, 1896.....
July 18, 1896	July 18, 1896	8	8	"	"	.....
Dec. 10, 1897	Dec. 10, 1897	12	16	"	"	.....
Oct. 30, 1899	Oct. 30, 1899	17	20	Standard R. R. S. Co.	"	For temporary use. Two (2) towers .....
Oct. 9, 1895	Oct. 9, 1895	58	64	National S. & S. Co.	"	.....
Nov. 29, 1892	Nov. 29, 1892	18	20	Union S. & S. Co ....	Electro-pneumatic .....	Discontinued temporarily ....

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Chi. R. (W. F. of S. B.)	Drawbridge 26th st.	C. T. T. R. R. Co.—C. J. Ry. Co.....
Chicago River.....	Drawbridge.....	M. W. S. E. Ry. Co.....
Clybourn Junction....	Crossing.....	C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co....
Corwith.....	Crossings & jets...	C. & A. R. R. Co.—A., T. & S. F. Ry. Co.....
Cragin.....	Crossing.....	C., M. & St. P. Ry. Co.—C. & N. W. Ry. Co....
Deering.....	Drawbridge & cons.	C. & N. W. Ry. Co.....
Ford st. (So.).....	Crossing.....	P., C., C. & St. L. Ry. Co.—C. & W. I. R. R. Co.
Forrest Hill (75th st.)..	Crossings and cons.	C. T. T. R. R. Co.—B. & O. R. R. Co.—Belt Ry. Co. of Chicago—P., C., C. & St. L. Ry. Co.—Wabash R. R. Co.....
Grand Crossing.....	Cross-over & cons.	Penn. Co.—L. S. & M. S. Ry. Co.—Ill. Cent. R. R. Co.
Grand ave.....	Crossing & yard cons.	C. & N. W. Ry. Co.....
Hammond Junction...	Jets. & cross-overs.	C. & W. I. R. R. Co.....
Hawthorne.....	Crossing.....	Ill. Cent. R. R. Co.—Belt Ry. of Chicago.....
Kensington.....	".....	Ill. Cent. R. R. Co.—C. & E. I. R. R. Co.....
LeMoine.....	".....	Belt Ry. of Chicago—A., T. & S. F. Ry. Co.—C. & A. R. R. Co.....
Market st.....	Jets. & cross-overs.	M. W. S. E. Ry. Co.....
Marshfield av.....	".....	M. W. S. E. Ry. Co.....
Mayfair.....	Crossing.....	C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co....
Pacific Junction.....	Crossing and jet...	C., M. & St. P. Ry. Co.....
Robey st.....	Junction.....	M. W. S. E. Ry. Co.....
Rockwell st.....	Crossing and jet...	C. & N. W. Ry. Co.....
Rose Hill.....	Junction.....	C. & N. W. Ry. Co.....
South Englewood.....	Junction.....	C., R. I. & P. Ry. Co.....
South Mayfair.....	Crossing.....	C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co....
Washington Heights..	Crossing.....	C., R. I. & P. Ry. Co.—P., C., C. & St. L. Ry. Co.
14th st. (So.).....	Cross-overs & cons.	Ill. Cent. R. R. Co.—St. Charles Air Line Co....
40th st. (So').....	Crossing.....	C., R. I. & P. Ry. Co.—L. S. & M. S. Ry. Co.—U. S. Y. & T. Co.....
43d st. (So.).....	Junction and cons.	Ill. Cent. R. R. Co.—C. J. Ry. Co.....
46th ave. (W.).....	Crossing.....	C. T. T. R. R. Co.—Belt Ry. of Chicago.....

—Continued.

Date of First Permit.	Date of Last Permit.	No. of working levers.....	Capacity of machine..	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
Jan. 17, 1893	Jan. 17, 1893	18	24	Union S. & S. Co...	Mechanical...	Discontinued permanently .....
Nov. 2, 1897	Nov. 2, 1897	12	94	National S. & S. Co.	"	.....
Jan. 3, 1890	Jan. 3, 1890	32	32	Union S. & S. Co...	"	Discontinued temporarily in April, 1899. In course of renewal .....
Sept. 13, 1892	Mar. 7, 1899	39	40	"	"	Outlying functions renewed in 1899.....
April 4, 1893	Nov. 14, 1899	25	25	"	"	.....
Sept. 21, 1899	Sept. 21, 1899	11	24	"	Electro-pneumatic.....	C. M. & St. P. Ry. Co.'s grade crossing eliminated in April, 1899, and system renewed with new machine .....
Oct. 29, 1895	Oct. 29, 1895	32	40	"	Mechanical...	.....
Mar. 14, 1894	Mar. 14, 1894	90	132	Johnson R. R. S. Co.	"	.....
July 22, 1893	July 22, 1893	40	48	Union S. & S. Co....	"	Discontinued permanently Sept. 1, 1893.....
Oct. 30, 1899	Oct. 30, 1899	9	11	"	Electro-pneumatic.....	.....
Sept. 23, 1893	Sept. 23, 1893	52	52	"	Mechanical...	.....
Feb. 2, 1892	Feb. 2, 1892	25	40	Johnson R. R. S. Co.	"	.....
Dec. 5, 1889	July 23, 1895	49	52	Union S. & S. Co...	"	.....
Nov. 30, 1892	Nov. 30, 1892	21	24	"	"	.....
Nov. 2, 1897	Nov. 2, 1897	29	68	National S. & S. Co.	"	.....
Oct. 9, 1895	Oct. 9, 1895	54	60	"	"	.....
Feb. 12, 1890	April 25, 1899	33	36	Union S. & S. Co...	"	Machine enlarged and outlying functions renewed in 1899... Renewed in 1899..
May 27, 1891	Oct. 30, 1899	100	108	"	"	.....
Oct. 9, 1895	Oct. 9, 1895	28	32	National S. & S. Co.	"	.....
Sept. 25, 1895	Dec. 23, 1897	26	28	Union S. & S. Co...	"	.....
Nov. 28, 1899	Nov. 28, 1899	15	16	"	"	Second hand old style S. & F. machine .....
Jan. 7, 1891	Feb. 11, 1892	51	56	"	"	.....
Jan. 3, 1890	Jan. 3, 1890	10	10	"	"	Discontinued temporarily May 31, 1899. In course of renewal .....
Sept. 20, 1890	April 5, 1893	27	28	Union S. & S. Co....	"	.....
Sept. 12, 1893	May 23, 1899	79	92	National S. & S. Co.	"	System re-arranged and outlying functions renewed in 1899.
May 25, 1892	May 25, 1892	44	50	"	"	Discontinued permanently May 24, 1897; crossing eliminated.
April 5, 1893	Dec. 29, 1895	78	80	National S. & S. Co.	"	.....
Jan. 30, 1896	Jan. 30, 1896	69	80	Union S. & S. Co...	"	.....

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
49 st. Junction.....	Junctions and cons.	C. & W. I. R. R. Co.
49 st. (So.).....	Crossing .....	C. T. T. R. R. Co.—C. & G. T. Ry. Co.—M. C. R. R. Co.—P., C., C. & St. L. Ry. Co. ....
54th st. (So.).....	" .....	M. C. R. R. Co.—Belt Ry. Co. of Chicago .....
61st st. (So.).....	Junction and cons..	C., R. I. & P. Ry. Co.—L. S. & M. S. Ry. Co....
67th st. (So.).....	" .....	Ill. Cent. R. R. Co.
71st st. (So.) .....	" .....	B. & O. R. R. Co.—Ill. Cent. R. R. Co.—World's Col. Ex. Co.....
95th st. (So.).....	Junction and cons..	C., R. I. & P. Ry. Co.
101st st. (So.).....	Crossing .....	Penn. Co.—B. & O. R. R. Co.—C., L. S. & E. Ry. Co.—L. S. & M. S. Ry. Co.
121st st. (So) .....	" .....	P., C., C. & St. L. Ry. Co.—Ill. Cent. R. R. Co..
Desplaines .....	" .....	W. C. Ry. Co.—C. & N. W. Ry. Co.
Dolton .....	Crossing and cons..	P., C., C. & St. L. Ry. Co.—C. & E. I. R. R. Co.—C. J. Ry. Co.—C. T. T. R. R. Co.
Dwight .....	Crossing .....	C. & A. R. R. Co.—I., I. & J. R. Co.
Earlville.....	" .....	C., B. & Q. R. R. Co.—C. & N. W. Ry. Co.
East Clinton .....	" .....	C. & N. W. Ry. Co.—C., B. & Q. R. R. Co.
East Dubuque .....	Crossing&drawb'ge	Ill. Cent. R. R. Co.—C., B. & Q. R. R. Co.
East Kingston .....	Crossing .....	C., M. & St. P. Ry. Co.—C. & N. W. Ry. Co.
Edgewood .....	" .....	Ill. Cent. R. R. Co.—B. & O. S. W. Ry. Co.
Fairmont .....	" .....	C. & E. I. R. R. Co.—Wabash R. R. Co.
Farrington .....	Junction .....	T. H. & I. R. R. Co.
Fox River .....	Crossing .....	C., M. & St. P. Ry. Co.—C. & N. W. Ry. Co.
Franklin Park.....	Crossing and cons..	C., M. & St. P. Ry. Co.—C. T. T. R. R. Co.—W. C. Ry. Co.
Fulton Junction .....	Crossing .....	C. & N. W. Ry. Co.—C., M. & St. P. Ry. Co.
Fulton, No. 1.....	" .....	C. & N. W. Ry. Co.—C., B. & Q. R. R. Co.
Fulton, No. 2.....	" .....	C. & N. W. Ry. Co.—C., B. & Q. R. R. Co.
Galva .....	" .....	C., B. & Q. R. R. Co.—R. I. & P. Ry. Co.
Gardner .....	" .....	C. & A. R. R. Co.—C., C. & St. L. Ry. Co.
Glen Carbon .....	Crossing and jet..	Ill. Cent. R. R. Co.—C., P. & St. L. R. R. Co.—T., St. L. & K. C. R. R. Co.
Granite City .....	Crossing and cons..	St. L. M. B. T. Ry. Co.—C. & A. R. R. Co.—C., C. & St. L. Ry. Co.—St. L., C. & St. P. Ry. Co.—Wabash R. R. Co.
Gray's Lake.....	Crossing .....	C., L. & McH. Co. Ry. Co.—W. C. Ry. Co.
Greenup .....	" .....	T. H. & I. R. R. Co.—P., D. & E. Ry. Co.
Green Valley.....	" .....	C. & A. R. R. Co.—P., D. & E. Ry. Co.
Grove .....	Junction .....	P. & P. U. Ry. Co.—C. & A. R. R. Co.
Harvard Junction .....	" .....	C. & N. W. Ry. Co.
Harvard Junction (So.) .....	" .....	C. & N. W. Ry. Co.
Harvey .....	Crossing .....	Ill. Cent. R. R. Co.—C. & G. T. Ry. Co.—C. T. T. Ry. Co.
Hawley .....	" .....	C. & A. R. R. Co.—P., D. & E. Ry. Co.
Hoopeston.....	" .....	C. & E. I. R. R. Co.—L. E. & W. R. R. Co.
Illinois River .....	Drawbridge.....	C. & A. R. R. Co.
Jacksonville .....	Crossing .....	C. & A. R. R. Co.—J. & St. L. R. R. Co.
Jacksonville .....	Crossing and cons..	Wabash R. R. Co.—C. & A. R. R. Co.—C., P. & St. L. R. R. Co.
Joliet .....	Crossing .....	E., J. & E. Ry. Co.—C., R. I. & P. Ry. Co.—M. C. R. R. Co.
Joliet .....	" .....	C., L. S. & E. Ry. Co.—A., T. & S. F. Ry. Co.
Kankakee River .....	Drawbridge & cons.	Ill. Cent. R. R. Co.
Kansas .....	Crossing .....	C., C., C. & St. L. Ry. Co.—I., D. W. Ry. Co.
Kinuundy .....	" .....	Ill. Cent. R. R. Co.—C. & E. I. R. R. Co.
Kittredge .....	Junction .....	C., M. & St. P. Ry. Co.
Laurette .....	Crossing .....	Ill. Cent. R. R. Co.
Leighton .....	" .....	E., J. & E. Ry. Co.—W. C. Ry. Co.
Litchfield.....	Crossing and cons..	C., C., C. & St. L. Ry. Co.—Ill. Cent. R. R. Co.—J. & St. L. Ry. Co.—Wabash R. R. Co.

—Continued.

Date of First Permit.	Date of Last Permit.	No. of working levers.....	Capacity of machine..	(Manufacturer of Machine.	Character of Machine in Use.	Remarks.
Mar. 20, 1890	Mar. 20, 1890	36	36	Union S. & S. Co...	Mechanical ...	.....
Aug. 22, 1892	April 28, 1897	66	76	"	"	.....
Feb. 2, 1897	Feb. 2, 1897	20	28	"	"	.....
Sept. 7, 1891	Nov. 30, 1898	23	24	National S. & S. Co.	"	Renew'd with new machine in 1898.
Sept. 12, 1893	Dec. 6, 1895	96	96	"	"	.....
April 28, 1893	April 28, 1893	21	24	"	"	Discontinued permanently .....
Sept. 13, 1892	Sept. 13, 1892	22	28	"	"	.....
Oct. 26, 1898	Oct. 26, 1898	77	104	"	"	.....
Jan. 2, 1892	Feb. 6, 1894	15	16	"	"	.....
June 22, 1893	June 22, 1893	14	16	"	"	.....
July 6, 1897	June 13, 1899	159	172	"	"	.....
April 17, 1890	April 17, 1890	6	7	"	"	Wheel machine ..
Oct. 13, 1897	Oct. 13, 1897	18	20	National S. & S. Co.	"	.....
April 6, 1898	April 6, 1898	10	16	"	"	.....
June 13, 1899	June 13, 1899	15	20	Union S. & S. Co ...	"	.....
Oct. 18, 1892	Oct. 18, 1892	11	12	"	"	.....
Dec. 15, 1896	Dec. 15, 1896	18	18	Taylor Signal Co....	Electric.....	.....
Aug. 25, 1893	Aug. 25, 1893	10	16	Union S. & S. Co ...	Mechanical...	.....
Sept. 5, 1899	Sept. 5, 1899	11	16	"	"	.....
Nov. 30, 1892	Nov. 4, 1896	20	20	"	"	.....
Jan. 29, 1896	July 23, 1898	20	20	"	"	.....
Nov. 30, 1892	Nov. 30, 1892	11	12	"	"	.....
Sept. 22, 1897	Sept. 22, 1897	14	16	National S. & S. Co.	"	.....
Jan. 21, 1898	Jan. 21, 1898	3	3	"	"	.....
May 21, 1890	May 21, 1890	16	20	Union S. & S. Co ...	"	.....
"	"	6	6	"	"	Wheel machine ..
July 10, 1891	May 25, 1898	14	16	National S. & S. Co.	"	Renewed in 1898..
Nov. 14, 1894	June 28, 1898	60	68	Johnson R. R. S. Co.	"	.....
Nov. 28, 1899	Nov. 28, 1899	10	12	Union S. & S. Co...	"	Second-hand machine .....
Mar. 31, 1896	Mar. 31, 1896	24	28	"	"	.....
Jan. 4, 1899	June 20, 1899	11	16	Standard R. R. S. Co.	"	.....
May 5, 1898	May 5, 1898	25	28	National S. & S. Co.	"	.....
Aug. 23, 1898	Aug. 23, 1898	21	24	"	"	.....
Sept. 13, 1898	Sept. 13, 1898	17	20	"	"	.....
Sept. 30, 1893	Sept. 30, 1893	49	68	Johnson R. R. S. Co.	"	.....
Aug. 7, 1899	Aug. 7, 1899	Auto m'tic	68	Rowell-Potter S. S. Co	Automatic....	.....
Sept. 27, 1892	Dec. 10, 1897	24	24	Johnson R. R. S. Co.	Mechanical...	.....
Sept. 27, 1892	Sept. 27, 1892	7	8	Union S. & S. Co ....	"	.....
Nov. 12, 1890	Mar. 23, 1898	16	16	Standard R. R. S. Co.	"	Renew'd with new machine in 1898.
June 9, 1893	June 9, 1893	36	40	Union S. & S. Co ...	"	.....
Feb. 27, 1889	Feb. 27, 1889	10	10	"	"	Wheel machine ..
Sept. 6, 1898	Sept. 6, 1898	8	8	"	"	.....
Nov. 18, 1893	Nov. 18, 1893	14	16	Johnson R. R. S. Co.	"	.....
Sept. 13, 1892	Sept. 13, 1892	17	20	Union S. & S. Co....	"	.....
July 8, 1895	July 8, 1895	11	12	Johnson R. R. S. Co.	"	.....
Aug. 4, 1897	Aug. 4, 1897	12	12	Union S. & S. Co ...	"	.....
Nov. 16, 1898	Nov. 16, 1898	13	16	"	"	.....
Jan. 4, 1890	Jan. 4, 1890	6	8	"	"	.....
Aug. 22, 1893	Sept. 12, 1899	46	48	"	"	Outlying functions renewed in 1899.....

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Litchfield (North).....	Crossing .....	Ill. Cent. R. R. Co.—Wabash R. R. Co. ....
Litchfield (South).....	" .....	Wabash R. R. Co.—C., P. & St. L. R. R. Co.— Ill. Cent. R. R. Co.—J. & St. L. Ry. Co. ....
Mansfield.....	" .....	P. & E. Ry.—Wabash R. R. Co. ....
Marshall.....	" .....	T. H. & I. R. R. Co.—C., C. & St. L. Ry. Co.
Matteson .....	" .....	E., J. & E. Ry. Co.—Ill. Cent. R. R. Co. ....
Matteson .....	" .....	Ill. Cent. R. R. Co.—M. C. R. R. Co. ....
Mattoon .....	" .....	C., C. C. & St. L. Ry. Co.—P., D. & E. Ry. Co.
Mattoon .....	" .....	Ill. Cent. R. R. Co.—P., D. & E. Ry. Co. ....
Mazonia.....	Crossing and jet....	E., J. & E. Ry. Co.—C. & A. R. R. Co. ....
Mazon .....	Crossing .....	A., T. & S. F. Ry. Co.—C., C. C. & St. L. Ry. Co.
McCook.....	" .....	C. T. T. R. R. Co.—A., T. & S. F. Ry. Co. ....
Milan .....	Dr'wbridge I. & M. C.	R. I. & P. Ry. Co. ....
Mode.....	Crossing .....	C. & E. I. R. R. Co.—T. St. L. & K. C. R. R. Co.
Momence.....	" .....	C. & E. I. R. R. Co.—I., I. & I. R. R. Co. ....
Monica.....	" .....	A., T. & S. F. Ry. Co.—C., B. & Q. R. R. Co.
Monmouth.....	Crossing and jet....	C., B. & Q. R. R. Co.—Iowa Cent. Ry. Co. ....
Monticello.....	Crossing .....	Wabash R. R. Co.—Ill. Cent. R. R. Co. ....
Mt. Vernon.....	" .....	W. C. & W. R. R. Co.—L. & N. R. R. Co. ....
Mt. Vernon.....	" .....	C. & E. I. R. R. Co.—L. E. & St. L. C. R. R. Co.—L. & N. R. R. Co. ....
Nashville.....	" .....	C. & C. R. R. Co.—L. & N. R. R. Co. ....
Normal.....	" .....	Ill. Cent. R. R. Co.—C. & A. R. R. Co. ....
North Harvey.....	" .....	C. T. T. R. R. Co.—C. J. Ry. Co. ....
Ottawa.....	Crossing & drawb'ge	C., R. I. & P. Ry. Co.—C., B. & Q. R. R. Co. ....
Paris.....	Crossing .....	C., C. C. & St. L. Ry. Co.—C., C. C. & St. L. Ry. Co. (Cairo Div.)—T. H. & I. R. R. Co. ....
Paxton.....	" .....	Ill. Cent. R. R. Co.—L. E. & W. R. R. Co. ....
Pekin.....	Crossing and Cons..	C. & A. R. R. Co.—A. T. & S. F. Ry. Co.—P. & E. Ry. Co. ....
Peoria.....	Crossing & drawb'ge	P. & P. U. Ry. Co.—R. I. & P. Ry. Co. ....
Peru.....	Crossing .....	C., B. & Q. R. R. Co.—C., R. I. & P. R. R. Co. ....
Pontiac.....	Crossing and Cons.	C. & A. R. R. Co.—Ill. Cent. R. R. Co.— Wabash R. R. Co. ....
Princeville.....	Crossing .....	A., T. & S. F. Ry. Co.—R. I. & P. Ry. Co. ....
Riverdale.....	" .....	Ill. Cent. R. R. Co.—C. T. T. R. R. Co.—P., C. & St. L. Ry. Co. ....
Rochelle.....	" .....	C. & N. W. Ry. Co.—C., B. & Q. R. R. Co. ....
Rockford.....	" .....	Ill. Cent. R. R. Co.—C., B. & Q. R. R. Co. ....
Rondout.....	" .....	E., J. & E. Ry. Co.—C., M. & St. P. Ry. Co. ....
Salem.....	" .....	C. & E. I. R. R. Co.—B. & O. S. W. Ry. Co. ....
St. Anne.....	" .....	C. & E. I. R. R. Co.—C., C. C. & St. L. Ry. Co.
St. Elmo.....	" .....	C. & E. I. R. R. Co.—T. H. & I. R. R. Co. ....
Sheldon.....	" .....	C., C. C. & St. L. Ry. Co.—T. P. & W. Ry. Co.
Sherman.....	" .....	C. & A. R. R. Co. ....
South Centralia.....	" .....	Ill. Cent. R. R. Co.—J. & St. L. Ry. Co. ....
South Elmhurst.....	" .....	Ill. Cent. R. R. Co.—C. Gt. W. Ry. Co. ....
Spaulding.....	" .....	E., J. & E. Ry. Co.—C., M. & St. P. Ry. Co. ....
Springfield.....	" .....	C., P. & St. L. R. R. Co.—Wabash R. R. Co. ....
Springfield.....	Crossing and Cons.	Ill. Cent. R. R. Co.—B. & O. S. W. Ry. Co.—C. & A. R. R. Co.—C., P. & St. L. R. R. Co. ....
Springfield.....	Crossing .....	C. & A. R. R. Co.—Wabash R. R. Co. ....
Springfield Junction.....	" .....	Wabash R. R. Co.—C. & A. R. R. Co. ....
State Line.....	Crossing and Cons.	C. & W. I. R. R. Co.—C. J. Ry. Co.—C. T. T. Ry. Co.—N. Y. C. & St. L. R. R. Co.— C., I. & St. L. Ry. Co., C. & E. R. R. Co., M. C. R. R. Co., Penn. Co., in Indiana. ....

—Continued.

Date of First Permit.	Date of First Permit.	No. of working levers.....	Capacity of machine..	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
Aug. 28, 1895	Aug. 28, 1895	10	12	Union S. & S. Co...	Mechanical...	.....
Mar. 5, 1896	Mar. 5, 1896	36	36	"	"	.....
April 25, 1899	April 25, 1899	17	20	Standard R. R. S. Co.	"	.....
April 13, 1893	April 13, 1893	11	12	National S. & S. Co.	"	.....
July 30, 1889	July 29, 1893	9	12	Union S. & S. Co....	"	.....
Sept. 29, 1890	"	10	12	Johnson R. R. S. Co.	"	.....
July 25, 1893	July 25, 1893	14	16	Union S. & S. Co...	"	.....
Oct. 6, 1898	Oct. 6, 1898	18	24	"	Automatic....	.....
Feb. 27, 1889	Feb. 27, 1889	18	20	"	Mechanical...	.....
Nov. 30, 1898	Nov. 30, 1898	21	21	"	"	.....
May 26, 1894	Sept. 4, 1897	14	16	"	"	.....
July 23, 1895	July 23, 1895	6	6	"	"	.....
May 27, 1897	May 27, 1897	10	12	National S. & S. Co.	"	.....
Sept. 5, 1893	July 5, 1899	17	20	Union S. & S. Co...	"	.....
Mar. 3, 1898	Mar. 3, 1898	15	16	"	"	.....
Dec. 28, 1898	Dec. 28, 1898	13	20	National S. & S. Co.	"	.....
Sept. 6, 1898	Sept. 6, 1898	27	32	Union S. & S. Co....	"	.....
Nov. 30, 1892	Nov. 30, 1892	10	10	Johnson R. R. S. Co.	"	.....
July 1, 1895	May 10, 1899	24	24	"	"	Outlying functions renewed in 1899.....
Aug. 29, 1894	Aug. 29, 1894	8	12	Union S. & S. Co....	"	.....
Aug. 15, 1893	Aug. 15, 1893	25	28	National S. & S. Co.	"	.....
June 14, 1898	June 14, 1898	16	20	"	"	.....
Nov. 1, 1891	Nov. 7, 1899	20	22	Union S. & S. Co...	"	Includes two (2) ground levers at draw bridge. Outlying functions renewed in 1899.....
Oct. 18, 1892	Oct. 18, 1892	27	32	"	"	Being rebuilt ....
Feb. 13, 1896	Feb. 13, 1896	33	36	National S. & S. Co.	"	.....
May 3, 1898	May 3, 1898	22	24	"	"	.....
July 27, 1896	July 27, 1896	30	32	"	"	.....
May 16, 1899	Dec. 19, 1899	14	16	Standard R. R. S. Co.	"	Renew'd with new machine in 1899.
Aug. 18, 1892	Dec. 31, 1892	34	36	National S. & S. Co.	"	.....
Sept. 27, 1892	Sept. 27, 1892	15	16	"	"	.....
May 15, 1896	Sept. 5, 1899	71	120	Union S. & S. Co....	"	.....
Oct. 5, 1897	Oct. 5, 1897	11	12	National S. & S. Co.	"	.....
Feb. 27, 1889	Feb. 27, 1889	12	12	Union S. & S. Co...	"	.....
Jan. 25, 1890	July 3, 1896	23	24	"	"	.....
Mar. 27, 1895	Mar. 27, 1895	10	12	Johnson R. R. S. Co.	"	.....
Aug. 31, 1893	Nov. 4, 1896	29	29	Union S. & S. Co....	"	.....
Jan. 29, 1895	Jan. 18, 1896	16	16	Johnson R. R. S. Co.	"	.....
May 17, 1893	May 17, 1893	17	20	Union S. & S. Co....	"	.....
Jan. 27, 1898	Jan. 27, 1898	19	20	National S. & S. Co.	"	.....
Feb. 24, 1897	Feb. 24, 1897	13	20	Union S. & S. Co...	"	.....
Sept. 30, 1893	Sept. 30, 1893	20	24	"	"	.....
Jan. 4, 1890	Dec. 13, 1898	13	13	"	"	.....
Nov. 7, 1895	Nov. 7, 1895	10	12	National S. & S. Co.	"	.....
Jan. 15, 1896	May 3, 1898	39	44	"	"	.....
Feb. 2, 1898	Feb. 2, 1898	11	12	"	"	.....
Oct. 18, 1892	Oct. 18, 1892	20	24	"	"	.....
Oct. 22, 1894	June 20, 1899	160	224	"	"	.....

Location.	Kind of Protection Afforded.	Railroad Companies Interested.
Tamaroa.....	Crossing .....	Ill. Cent. R. R. Co.—W. C. & W. R. R. Co.....
Taylorville .....	" .....	Wabash R. R. Co.—B. & O. S. W. Ry. Co .....
Thornton Junction .....	" .....	C. & G. T. Ry. Co.—C. & E. I. R. R. Co.....
Tolona .....	" .....	Wabash R. R. Co.—Ill. Cent. R. R. Co .....
Tower Hill .....	" .....	C., C., C. & St. L. Ry. Co.—B. & O. S. W. Ry. Co
Vandalia .....	" .....	T. H. & I. R. R. Co.—Ill. Cent. R. R. Co.....
Watseka .....	" .....	C. & E. I. R. R. Co.—T. P. & W. Ry. Co.....
Waukegan.....	Crossing and Cons..	C. & N. W. Ry. Co.—E., J. & E. Ry. Co.....
Wesley Junction.....	Junction .....	P. & P. U. Ry. Co.—L. E. & W. R. R. Co.....
West Chicago.....	Crossing .....	E., J. & E. Ry. Co.—C. & N. W. Ry. Co.....
Windsor .....	" .....	C., C., C. & St. L. Ry. Co.—Wabash R. R. Co.
Total.....	173 .....	.....
Less number dis- continued perma- nently .....	5 .....	.....
Total.....	168 .....	.....

—Concluded.

Date of First Permit.	Date of Last Permit.	No. of working levers.....	Capacity of machine..	Manufacturer of Machine.	Character of Machine in Use.	Remarks.
April 19, 1897	April 19, 1897	24	28	Union S. & S. Co...	Mechanical...	.....
June 15, 1892	June 15, 1892	15	20	"	"	.....
June 2, 1892	June 2, 1892	15	20	"	"	.....
Sept. 6, 1898	Sept. 6, 1898	27	32	"	"	.....
Dec. 2, 1890	Dec. 2, 1890	12	16	"	"	.....
Oct. 30, 1899	Oct. 30, 1899	42	48	"	"	.....
Sept. 5, 1893	Sept. 5, 1893	24	28	Johnson R. R. S. Co.	"	.....
Nov. 9, 1891	May 23, 1899	14	20	Union S. & S. Co....	"	.....
June 30, 1896	June 30, 1896	25	28	National S. & S. Co.	"	.....
Feb. 27, 1889	Feb. 27, 1889	8	8	Union S. & S. Co...	"	Wheel machine ..
Mar. 29, 1893	May 29, 1899	16	16	"	"	Outlying func- tions renewed in 1899.....
.....	.....	4,497	5,365			
.....	.....	145	162			
.....	.....	4,352	5,293			

LIST OF RAILROADS INCORPORATED IN ILLINOIS BETWEEN JUNE 30, 1898, AND JUNE 30, 1899, ALL OF WHICH ARE INCORPORATED UNDER THE GENERAL RAILROAD LAWS OF THE STATE.

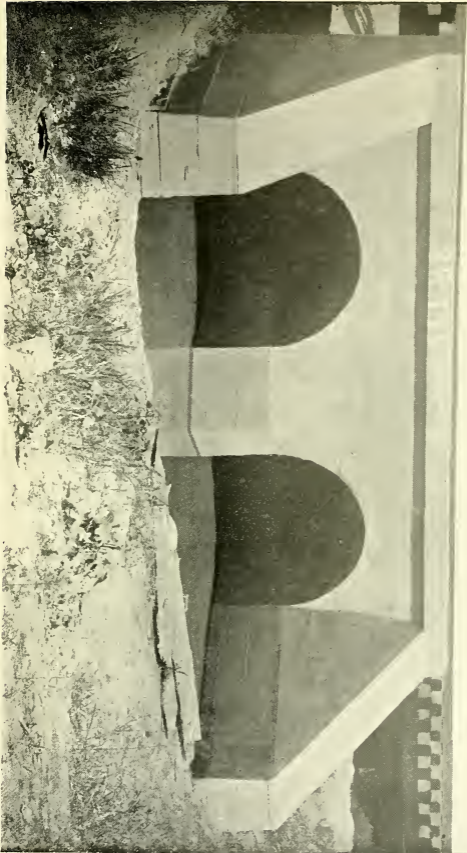
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- July 18, 1898—Chicago & Fox Lake Electric Railway Company.  
 July 27, 1898—Chicago, Peoria & Western Railway Company.  
 September 6, 1898—Galesburg & Great Eastern Railroad Company.  
 December 30, 1898—St. Louis & Northern Short Line.  
 January 16, 1899—Harrisburg & Southern Railroad Company.  
 January 17, 1899—Metropolitan West Side Elevated Railway Company.  
 January 25, 1899—Rockford & Belvidere Electric Railway Company.  
 January 26, 1899—Eastern Illinois & Missouri Railroad Company.  
 January 30, 1899—Hannibal & Quincy Railroad Company.  
 February 7, 1899—Quincy, Carrollton & St. Louis Railway Company.  
 February 20, 1899—Quincy Belt Line Railroad & Terminal Company.  
 February 24, 1899—Aurora & Chicago Railway Company.  
 February 24, 1899—Elgin & Chicago Railway Company.  
 February 25, 1899—Chicago, Wheaton & Aurora Railroad Company.  
 March 1, 1899—Princeton, Spring Valley & La Salle Railway Company.  
 March 11, 1899—Aurora, Wheaton & Chicago Railway Company.  
 March 23, 1899—Collinsville, Caseyville & East St. Louis Electric Railroad.  
 April 25, 1899—Cook, Lake & McHenry Counties Railway Company.  
 June 23, 1899—Streator & Clinton Railroad Company.  
 June 23, 1899—Illinois & Mississippi Valley Terminal Railroad Company of  
 Altou, Illinois.



CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.—Standard block signal. The mast is made of 4 in., 5 in. and 6 in. iron pipe swedged together; is 32 feet long and placed 6 ft. in ground and weighs 550 pounds without fittings.



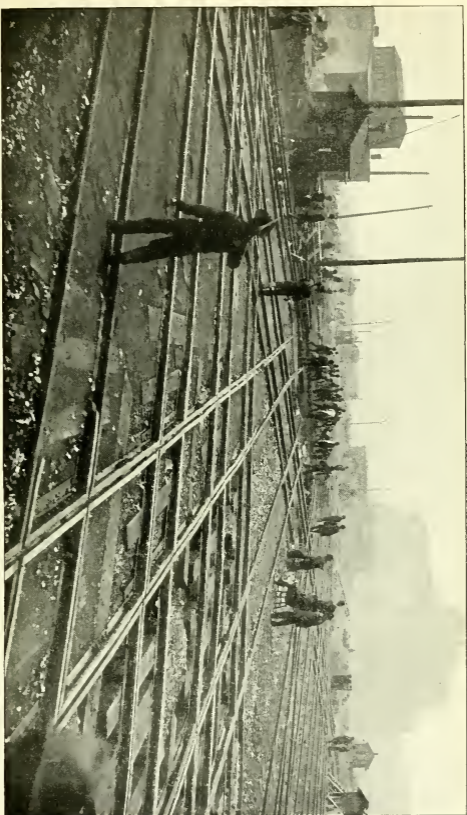


LAKE ERIE & WESTERN RY. CO.—Bridge No. 774; double 8-foot arch; concrete masonry; near Rankin, Illinois.



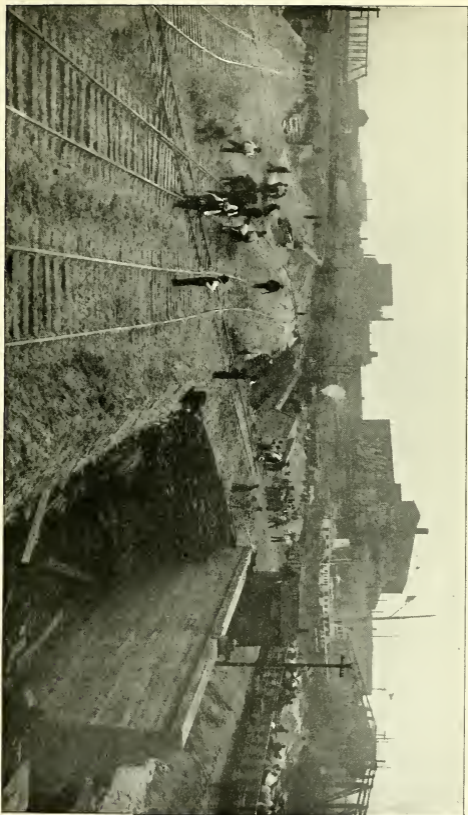






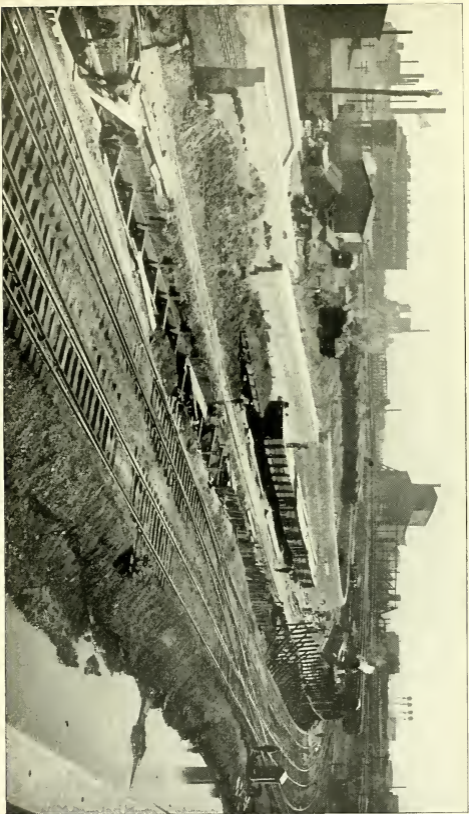
1 TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—Surface view of crossings as originally in existence; southwest view.





TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—Showing work in progress; southwest view.





TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—Showing progress of work in subways and on retaining walls; southwest view.





TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—  
Sub-way for tracks of A., T. & S. F. Ry. Co. and C. & W. I. R. R. Co. in  
process of construction; view looking east.

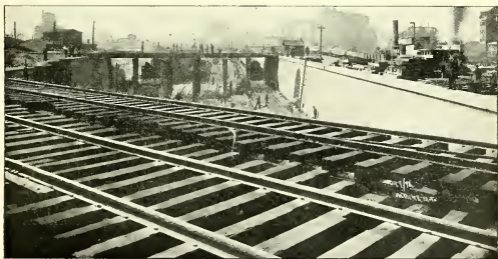


TRACK ELEVATION AND DEPRESSION, 17TH AND CLARK STS., CHICAGO.—  
Tracks of A., T. & S. F. Ry. Co. and C. & W. I. R. R. Co., in subway.



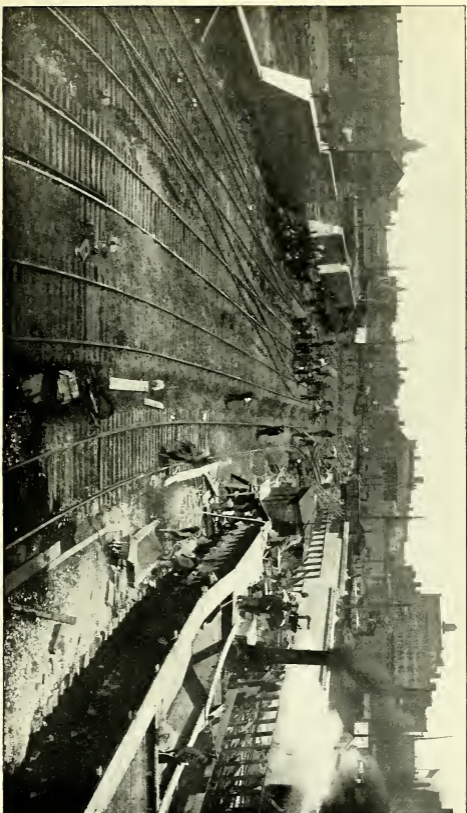


TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO—  
Showing tracks of A., T. & S. F. Ry. Co. in sub-way; southwest view.



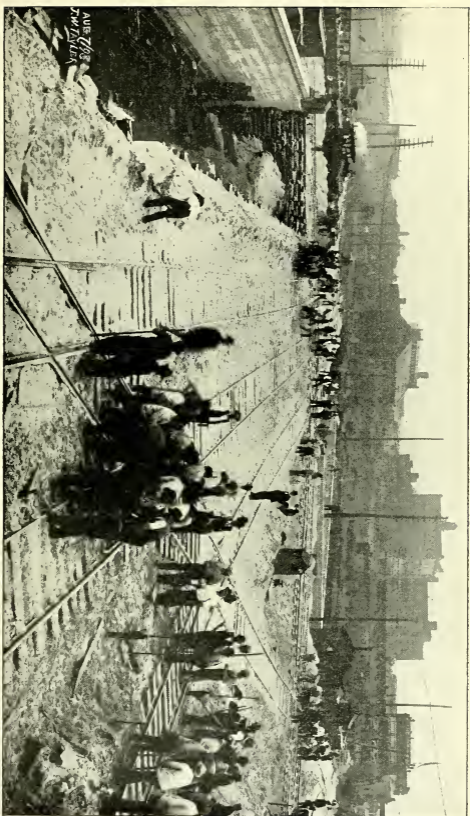
TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO—  
Showing tracks of A., T. & S. F. Ry. Co. and C. & W. I. R. R. Co. in sub-way;  
southwest view from elevated tracks of C., R. I. & P. Ry. Co.





TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—Showing progress of work in sub-way; view looking northeast.





TRACK ELEVATION AND DEPRESSION, 16TH AND CLARK STS., CHICAGO.—Showing work in progress on elevated portion; view looking east.



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# COMPARATIVE TABLES

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## "A."

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

In report for 1898 the figures shown were the sum total of both steam and elevated railroads. In this year's report we have classified the elevated and electric roads separately. And for the purposes of comparison have deducted the figures of the elevated lines from last year's totals.

The railroad mileage in this State on June 30, 1899, was as follows:

	Miles owned.	
Main line and branches .....	10,799.64	
Second, third, fourth and additional tracks.....	1,484.71	
Yard tracks and sidings and spurs.....	4,133.52	
Total .....		16,417.87

## "B."

The following is a comparison with the mileage for the year ending June 30, 1898:

Year.	Main line owned.	Second, third and fourth tracks.	Sidings, etc.	Total.
1898 .....	10,618.24	1,407.94	4,163.55	16,189.76
1899 .....	10,799.64	1,484.71	4,133.52	16,417.87
Total increase and decrease.....	181.40	76.77	30.06	228.11

TABLE II.

The following is a comparison with the railway capital for the year ending June 30, 1898:

## "A."

Year.	Capital stock.	Funded debt.	Current liabilities.	Total.
1898 .....	\$1,229,467,125	\$1,404,867,364	\$94,277,257	\$2,719,611,746
1899.....	1,331,402,896	1,595,972,262	111,554,833	3,038,929,990
Total increase.....	\$110,935,770	\$191,104,898	\$17,277,576	\$319,318,244

"B."

1899.

Capital stock per mile of road.....	\$29,624
Funded debt per mile of road.....	35,511
Current liabilities per mile of road.....	2,482
Total per mile of road .....	\$67,617

TABLE III. INCOME ACCOUNT—WHOLE LINE.

"A."

The following statistics are gathered from this table and a comparison is made for the year ending June 30, 1898:

	1898.	1899.
Gross earnings from operation.....	\$341,331,730	\$408,580,535
Operating expenses.....	223,518,544	267,912,007
Income from operation .....	117,840,186	140,613,109
Total income from other sources .....	19,149,634	23,736,370
Total income.....	136,989,820	164,349,479
Expenses assignable to fixed charges.....	98,899,627	109,166,319
Net income.....	40,983,653	57,726,821
Net deficit.....	2,893,460	2,543,661

"B."

The following is a comparison of the dividends paid for the year ending June 30, 1899, with the year ending June 30, 1898:

*Dividends paid 1898.*

Company.	1898.	Per cent on Common Stock.	Per cent on Preferred Stock.
Belt Railway Company of Chicago.....	\$72,000	6	.....
Chicago & Alton.....	1,556,142	7	7
Chicago & Eastern Illinois.....	444,787	2½	6
Chicago & Western Indiana.....	300,000	6	.....
Chicago & Northwestern.....	3,519,824	7	5
Chicago, Burlington & Quincy.....	3,690,126	2 and 1	.....
Chicago, Milwaukee & St. Paul.....	4,635,709	5½	7
Chicago, Rock Island & Pacific.....	1,615,453	3½	.....
Peoria & Bureau Valley.....	135,000	9	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	400,731	.....	3¾
Illinois Central.....	2,625,000	5	.....
St. Louis, Alton & Terre Haute.....	1,802	2¼	.....
Indianapolis, Decatur & Western.....	27,366	.....	3
Lake Erie & Western.....	592,000	.....	5
Lake Shore & Michigan Southern.....	3,268,673	6½	10
LaSalle & Bureau County.....	3,000	.....	.....
Michigan Central.....	749,520	4	.....
Joliet & Northern Indiana.....	24,000	8	.....
Mobile & Ohio.....	.....	.....	.....
St. Louis & Cairo.....	43,333	¾ of 1	.....
New York, Chicago & St. Louis.....	100,000	.....	2
Pittsburg, Ft. Wayne & Chicago.....	2,721,270	7	7
Peoria & Pekin Union.....	60,000	6	.....
Rock Island & Peoria.....	75,000	5	.....
St. Louis Bridge.....	239,400	.....	3 and 6
Total .....	\$26,900,130	.....	.....

*Dividends paid in 1899.*

Company.	1899.	Per cent on Common Stock.	Per cent on Preferred Stock.
Atchison, Topeka & Santa Fé.....	\$1,141,657	.....	1
Belt Railway Company of Chicago.....	72,000	6	.....
Chicago & Alton.....	1,167,107	5 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>4</sub>
Chicago & North Western.....	105,000	7	.....
Chicago & Eastern Illinois.....	566,765	3 <sup>1</sup> / <sub>2</sub>	6
Chicago & Northwestern.....	3,523,270	5	7
Chicago & Western Indiana.....	300,000	6	.....
Chicago, Burlington & Quincy.....	5,238,371	6	.....
Chicago & Great Western.....	454,896	.....	4
Chicago, Milwaukee & St. Paul.....	4,597,911	5	7
Chicago, Rock Island & Pacific.....	1,998,710	4	.....
Peoria & Bureau Valley.....	120,000	8	.....
Cleveland, Cincinnati, Chicago & St. Louis.....	500,000	.....	5
Elgin, Joliet & Eastern.....	240,000	4	.....
Illinois Central.....	2,812,500	5	.....
St. Louis, Alton & Terre Haute.....	1,802	2 <sup>1</sup> / <sub>4</sub>	.....
Indiana, Decatur & Western.....	27,360	.....	3
Iowa Central.....	85,005	.....	1 <sup>1</sup> / <sub>2</sub>
Lake Erie & Western.....	148,000	.....	1 <sup>1</sup> / <sub>4</sub>
Lake Shore & Michigan Southern.....	3,516,005	7	10
LaSalle & Bureau County.....	3,000	6	.....
Louisville & Nashville.....	1,848,000	3 <sup>1</sup> / <sub>2</sub>	.....
Michigan Central.....	749,527	4	.....
Joliet & Northern Indiana.....	24,000	8	.....
Mobile & Ohio—			
St. Louis & Cairo.....	48,750	<sup>3</sup> / <sub>4</sub> of 1	.....
Pittsburg, Ft. Wayne & Chicago.....	2,744,741	7	7
Pittsburg, Cincinnati, Chicago & St. Louis.....	340,245	.....	1 <sup>1</sup> / <sub>2</sub>
Peoria & Pekin Union.....	60,000	6	.....
Rock Island & Peoria.....	75,000	5	.....
St. Louis Bridge.....	239,400	6	3
St. Louis, Vandalia & Terre Haute.....	216,258	.....	14
E. St. Louis & Carondelet.....	12,600	3	.....
Total.....	\$32,977,876		

*Comparison.*

	1898.	1899.	Increase.
Dividends paid.....	\$26,900,130	\$32,977,876	\$6,077,746

TABLE IV. COMPARATIVE SUMMARY—EARNINGS AND INCOME—ILLINOIS.

	1898.	1899.
Passenger department—		
Passenger revenue.....	\$15,277,378	\$18,067,180
Mails.....	2,466,090	2,570,219
Express and extra baggage.....	1,651,029	1,628,325
Total, including miscellaneous.....	\$21,153,908	\$23,062,797
Freight department—		
Freight revenue.....	\$56,228,171	\$58,673,207
Miscellaneous.....	180,397	201,126
Total, including miscellaneous.....	\$56,408,568	\$58,874,333
Other earnings from operation.....	5,772,413	7,157,515
Total earnings from operation.....	\$88,334,889	\$89,102,914
Income from property owned but not operated.....	6,097,609	6,262,548
Total earnings and income.....	\$89,432,498	\$95,365,462
Increase for year ending June 30, 1899.....		\$5,932,964

TABLE V. COMPARATIVE EXPENDITURES IN ILLINOIS.

	1898.	1899.
Maintenance of way and structures .....	\$11,262,813	\$11,735,571
Maintenance of equipment.....	9,206,442	9,330,959
Conducting transportation.....	31,461,743	33,051,001
General expenses.....	2,388,831	2,618,437
Total operating expenses.....	\$51,319,829	\$56,741,938
Total fixed charges.....	26,139,279	25,090,693
Total operating expenses and fixed charges.....	\$80,459,108	\$81,832,631
Increase for 1899.....		\$1,373,523

Proportion of operating expenses to operating income is 63.68 per cent.

The following is a summary of the operating expenses in Illinois for the last six years:

1891.....	\$47,871,981
1895.....	48,191,558
1896.....	49,524,677
1897.....	50,245,338
1898.....	55,876,399
1899.....	56,741,938

TABLE VI. PASSENGER AND FREIGHT TRAFFIC—ILLINOIS.

Passenger traffic—	
Number of passengers carried earning revenue .....	37,329,824
Number of passengers carried one mile .....	893,156,189
Average distance carried, miles.....	23.93
Average amount received from each passenger, cents .....	43.9
Passenger earnings per mile of road .....	\$1.963
Freight traffic—	
Number of tons of freight carried earning revenue.....	73,335,755
Number of tons carried one mile.....	7,603,742,188
Average distance haul of one ton, miles .....	103.68
Average amount received for each ton of freight, dollars and cents.....	\$0.007
Freight earnings per mile of road (incl. tr. rts.).....	\$5.012
Miscellaneous—	
Miscellaneous earnings per mile of road.....	\$609
Summary—	
Gross earnings from operation per mile of road.....	\$7.584
Expenses per mile of road .....	\$4.830
Net earnings per mile of road (incl. tr. rights).....	\$2.754

### Comparative Summary.

	1898.	1899.
Number of passengers carried earning revenue.....	38,189,326	37,329,824
Number of passengers carried one mile.....	976,847,007	893,156,189
Number of tons of freight carried earning revenue.....	75,493,330	73,335,755
Number of tons carried one mile.....	8,825,446,489	7,603,742,188

The apparent decrease in passenger and freight traffic is accounted for by the failure of such large systems as the Atchison, Topeka & Santa Fé and Chicago Great Western railways and others to report number of passengers or tons of freight moved. The apparent decrease in passenger traffic is also largely accounted for by the fact that the business of the elevated railways are not included here, but shown in separate tables.

TABLE VII. CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

The data for this table is not complete, as some of the largest systems operating in this State do not furnish the information, in fact do not compile it for their own use, notably the Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Atchison, Topeka & Santa Fé and Chicago, Milwaukee & St. Paul railways, and others.

As a statement of the freight traffic in Illinois for the year ending June 30, 1899, it is probably less than 50 per cent of the whole. As a statement of the freight traffic of the individual lines done in this State, it is absolutely correct.

TABLE VIII.

The total number of employes in Illinois for the fiscal year, as shown by this table, was 78,240, and their aggregate annual salaries amounted to \$45,449,354.63. This shows that there was an increase in the number of employes in Illinois over the fiscal year 1898 of 1,206, and that there was an increase in the aggregate annual salaries paid of \$863,469.19.

The following table shows the division of employes:

	1898.	1899.
General officers.....	562	406
Other officers.....		174
General office clerks.....	3,052	3,314
Station agents.....	2,401	2,326 <sup>1</sup> / <sub>2</sub>
Other station men.....	9,174	9,469
Enginemen.....	3,336	3,427 <sup>1</sup> / <sub>2</sub>
Firemen.....	3,387	3,327 <sup>1</sup> / <sub>2</sub>
Conductors.....	2,259	2,180 <sup>1</sup> / <sub>2</sub>
Other trainmen.....	4,703	4,602
Machinists.....	2,572	2,625
Carpenters.....	4,025	4,301 <sup>1</sup> / <sub>2</sub>
Other shopmen.....	8,722	8,411 <sup>1</sup> / <sub>2</sub>
Section foremen.....	2,317	2,266
Other trackmen.....	13,894	14,447 <sup>1</sup> / <sub>2</sub>
Switchmen, flagmen and watchmen.....	6,230	6,251 <sup>1</sup> / <sub>2</sub>
Telegraph operators and dispatchers.....	1,897	1,724 <sup>1</sup> / <sub>2</sub>
Employes account floating equipment.....	142	27
All other employes and laborers.....	8,361	8,958 <sup>1</sup> / <sub>2</sub>
Total.....	77,034	78,240

There were employed at the close of the fiscal year 1899 on the entire lines of the companies reporting to the Commission 288,979 persons, whose annual salaries amounted to the sum of \$164,972,143.15.

There were employed at the close of the fiscal year 1899 on the entire lines of the companies reporting to this Commission 54,441 more persons than were employed at the close of the fiscal year 1898, and there was an increase in the annual salaries paid of \$27,768,712.47.

Add to the above figures the employes of the elevated and electric lines reporting to this Commission, as shown in Table VIII. for that class of roads, and we have a grand total of 79,639. And add the amount of salaries paid to employes of these lines, and their aggregate annual salaries amount to \$46,335,656.26.

TABLE IX. AVERAGE DAILY COMPENSATION OF EMPLOYEES IN ILLINOIS

The highest and lowest average daily compensation of the different classes of employes, as taken from the table, is shown in the following:

	Highest Daily Compensation.	Lowest Daily Compensation
General officers.....	\$28.41	\$1.38
Other officers.....	12.14	.59
General officer clerks.....	4.79	.18
Station agents.....	5.55	.82
Other station men.....	1.96	.33
Enginemen.....	4.84	1.96
Firemen.....	2.64	.96
Conductors.....	4.69	1.16
Other trainmen.....	2.77	1.15
Machinists.....	3.23	1.71
Carpenters.....	2.53	1.24
Other shopmen.....	2.51	1.20
Section foremen.....	2.56	1.32
Other trackmen.....	1.39	.97
Switchmen, flagmen and watchmen.....	3.39	.88
Telegraph operators and dispatchers.....	2.38	1.13
Employees account, floating equipment.....	2.27	2.00
All other employes and laborers.....	2.73	.72

TABLE X. DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

Class of Equipment.	Number.	Number fitted with train brake.	Number fitted with automa- tic coupler.
Locomotives—			
Passenger.....	2,829		
Freight.....	5,491		
Switching.....	1,862		
Unclassified.....	487		
Totals.....	10,660	10,249	5,007
Cars—			
Passenger service.....	7,727	7,700	7,567
Freight service.....	330,617	197,368	302,991
Company service.....	10,394	1,506	6,169
Fast freight line service.....	6,149	2,177	6,060
Unclassified.....	23,700	6,011	7,730
Totals.....	378,587	214,762	330,517
Total cars and locomotives owned.....	389,247	225,011	333,524
Total cars and locomotives leased.....	48,167	41,538	36,054

A comparison of the above figures with the figures shown in last year's report shows an increase in number of locomotives of 1,324; an increase in total cars owned of 57,543; an increase in total cars and locomotives fitted with train brake of 61,664; an increase in total cars and locomotives fitted with automatic coupler of 86,876.

TABLE XI. RAILS, TIES, BALLAST, BRIDGES, IN ILLINOIS.

Iron rails in Illinois, main line and branches .....	225.46
Steel rails in Illinois, main line and branches.....	10,574.18
Tons of steel relaid during year.....	81,820.52
Number of ties relaid during year .....	4,082.796
Number of stations on road.....	2,478
Length of road unfenced, miles.....	1,962.53
<b>Ballast—</b>	
Miles of stone.....	1,089.17
Miles of gravel.....	5,377.70
Miles of cinders.....	1,241.97
Miles of slag.....	46.43
Miles of sand.....	314.20
Miles of chatts.....	117.47
Miles of burnt clay.....	123.99
Miles of earth.....	2,488.71
<b>Bridges—</b>	
Number of masonry.....	419
Number of iron.....	1,764
Number of wooden.....	1,818
Number of combination.....	46
Aggregate length in feet.....	331,512.3
<b>Trestles—</b>	
Number.....	7,196
Aggregate length in feet.....	594,643.3
<b>Overhead highway crossings—</b>	
Number of iron and masonry.....	145
Number of wooden.....	194
<b>Overhead railway crossings—</b>	
Number of masonry.....	11
Number of iron.....	60
Number of wooden.....	12
Number of grade highway crossings.....	13,151
Number of street railway crossings at grade.....	297
Number of grade railroad crossings.....	1,025

TABLE XII. CONSUMPTION OF FUEL.

The data for this table is not complete, as some of the largest systems operating in this State do not furnish the information, in fact do not compile it for their own use as far as this State is concerned, notably the Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Atchison, Topeka & Santa Fé, and Chicago, Milwaukee & St. Paul Railways, and others. As a statement of the fuel consumed in Illinois for the year ending June 30, 1899, it is probably less than fifty (50) per cent of the whole. As a statement of the fuel consumed by the individual lines reporting it is absolutely correct.

TABLE XIII. ACCIDENTS IN ILLINOIS.

	1898.		1899.	
	Killed.	Injur'd	Killed.	Injur'd
Passengers.....	10	134	21	172
Employés.....	164	1,634	199	1,777
Others.....	469	443	472	482
<b>Total.....</b>	<b>643</b>	<b>2,211</b>	<b>692</b>	<b>2,431</b>

The causes of accidents are shown in the following table:

	1898.		1899	
	Killed.	Injur'd	Killed.	Injur'd
Coupling and uncoupling.....	29	446	29	323
Falling from trains and engines.....	83	197	65	203
Overhead obstructions.....	2	22	3	19
Collisions.....	18	87	19	75
Derailments.....	6	67	9	129
Other train accidents.....	21	58	87	77
At highway crossings.....	99	114	92	107
At stations.....	65	316	75	409
Other causes.....	320	904	313	1,089
Total.....	643	2,211	692	2,431

TABLE XIV. TAXES PAID IN ILLINOIS.

This table contains the following information:

Taxes paid in 1897.....	\$4,474,992 13
Taxes paid in 1898.....	4,575,379 53
Taxes paid in 1899.....	4,663,770 04

# STATISTICS OF ELEVATED AND ELECTRIC RAILROADS IN ILLINOIS REPORTING TO THIS COMMISSION.

These statements to be the basis for comparative tables in future reports.

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railroad mileage in the State on June 30, 1899, was as follows:

	Steam roads— miles owned.	Elevat- ed and electric roads.	Grand total.
Main lines and branches.....	10,799.64	42.89	
Second, third, fourth and additional tracks.....	1,484.71	48.49	
Yard tracks, sidings and spurs.....	4,133.52	5.68	
Totals .....	16,417.87	97.06	16,514.93

TABLE II. ELEVATED AND ELECTRIC LINES.

Railway capital for the year ending June 30, 1899:

“A.”

	Capital stock.	Funded debt.	Current liabilities.	Total.
1899 .....	\$53,173,800	\$21,656,800	\$1,096,252	\$75,926,852

“B.”

1899.

Capital stock per mile of road.....	\$1,239,771
Funded debt per mile of road.....	504,938
Current liabilities per mile of road.....	25,560
Total.....	\$1,770,269

TABLE III. INCOME ACCOUNT.

	1899.
Gross earnings from operation.....	\$3,084,012
Operating expenses.....	1,568,132
Income from operation.....	1,515,880
Total income from other sources.....	426,131
Total income.....	1,942,011
Expenses assignable to fixed charges.....	1,106,724
Net income.....	835,287
Net deficit Lake Street Elevated R. R. Co.....	270,414

## "B."

DIVIDENDS PAID 1899

Company.	Amount.	Per cent on Common Stock.	Per cent on Preferred Stock.
South Side elevated R. R. Co.....	\$103,238	1	

TABLE IV. EARNINGS AND INCOME.

Passenger department—	
Passenger income.....	\$3,034,667
Total, including miscellaneous.....	3,048,626
Telegraph rentals and other sources.....	35,386
Income from property owned.....	426,131
Total earnings and income.....	3,510,143

TABLE V. EXPENDITURES.

Maintenance of way and structures.....	\$78,291
Maintenance of equipment.....	151,213
Conducting transportation.....	1,157,380
General expenses.....	148,011
Total operating expenses.....	1,568,132
Total fixed charges.....	1,106,723
Total operating expenses and fixed charges.....	\$2,674,855

TABLE VI. PASSENGER AND FREIGHT TRAFFIC.

Passenger traffic—	
Number of passengers carried earning revenue.....	60,961,400
Number of passengers carried one mile (only one road reporting).....	219,621,866
Average distance carried, miles.....	.500
Average amount received from each passenger, cents.....	.04978
Passenger earnings per mile of road.....	\$70,574

TABLE VIII.

The total number of employes on this class of lines as shown by this table was 1,399, and their aggregate annual salaries amounted to \$886,301.63

	1899.
General officers.....	29
Other officers.....	5
General office clerks.....	47
Station agents.....	205
Other station men.....	39
Enginemen and motormen.....	199
Firemen and power house employes.....	40
Conductors.....	159
Other trainmen.....	289
Machinists.....	63
Carpenters.....	31
Other shopmen.....	59
Section foremen.....	2
Other trackmen.....	39
Switchmen, flagmen and watchmen.....	79
Telegraph operators and dispatchers.....	24
Employes account floating equipment.....	25
All other employes and laborers.....	71
<b>Total.....</b>	<b>1,399</b>

TABLE IX. AVERAGE DAILY COMPENSATION.

	Highest daily compensation	Lowest daily compensation
General officers.....	\$10 79	\$5 51
Other officers.....	5 42	
General office clerks.....	2 29	98
Station agents.....	1 50	
Other station men.....	1 64	1 33
Enginemen and motormen.....	2 25	2 18
Firemen and power house employes.....	2 08	
Conductors.....	1 76	1 75
Other trainmen.....	1 66	1 50
Machinists.....	2 23	2 12
Carpenters.....	2 59	2 36
Other shopmen.....	2 06	1 69
Section foremen.....	2 63	2 00
Other trackmen.....	1 90	1 82
Switchmen, flagmen and watchmen.....	2 15	1 94
Telegraph operators and dispatchers.....	2 38	1 48
Employes account floating equipment.....	2 22	
All other employes and laborers.....	2 17	2 07

TABLE X. DESCRIPTION OF EQUIPMENT.

Class of Equipment.	Number.	Number fitted with train.	No. fitted with auto- matic coupler.
<b>Motors—</b>			
Passenger.....	136	136	64
Switching.....	1	1	
<b>Totals.....</b>	<b>137</b>	<b>137</b>	<b>64</b>
<b>Cars—</b>			
Passenger service.....	436	422	155
Company service.....	12	11	8
<b>Totals.....</b>	<b>448</b>	<b>433</b>	<b>163</b>

TABLE XI. RAILS, TIES, BALLAST, BRIDGES.

Iron rails, main line and branches.....	None
Steel rails.....	40.89
Tons of steel re-laid during the year.....	20.
Number of ties re-laid during year.....	25,240
Number of stations on road.....	121
Ballast—	
Miles of cinders.....	10.50
Bridges—	
Number of iron.....	2.
Aggregate length in feet.....	394
Overhead railway crossings—	
Number of iron.....	1

TABLE XIII. ACCIDENTS.

	1899.	
	Killed.	Injured.
Passengers.....	5	27
Employés.....	3	17
Others.....		
Total.....	8	44

The causes of accidents are shown in the following table:

	1899.	
	Killed.	Injured.
Coupling and uncoupling.....	1	5
Falling from trains.....		1
Collisions.....		11
Other train accidents.....	2	11
At stations.....	5	6
Other causes.....		10
Totals.....	8	44

TABLE XIV. TAXES.

This table contains the following information:

Taxes paid in 1897.....	\$79,058 64
Taxes paid in 1898.....	107,989 85
Taxes paid in 1899.....	96,902 37



TABLE I.—*Classification of Railroads and*

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT, (OPERAT- ING OR FINANCIAL)	BY WHOM OPERATED.
1 A. T. & S. F. Ry. Co., (The).....	Oct. 2, 1899 O.&F.	A. T. & S. F. Ry. Co., (The)
2 Baltimore & Ohio R. R. Co. ....	Jan. 9, 1900 O.&F.	B. & O. R. R. Co. ....
3 Baltimore & Ohio Southwestern Ry. Co. ....	Oct. 24, 1899 O.&F.	B. & O. S. W. Ry. Co. ....
4 Belt Ry. Co. of Chicago, (The).....	Aug. 28, 1899 O.&F.	Belt Ry. Co. of Chi., (The)...
5 Centralia & Chester R. R. Co. ....	Sept. 26, 1899 O.&F.	C. M. Forman, Receiver.....
6 Chicago & Alton R. R. Co., (The).....	Sept. 29, 1899 O.&F.	C. & A. R. R. Co., (The).....
7 Joliet & Chicago R. R. Co., (The)....	Dec. 1, 1899 F.	"
8 Chicago & Eastern Illinois R. R. Co. ....	Aug. 31, 1899 O.&F.	C. & E. I. R. R. Co. ....
9 Evansville, T. H. & Chicago Ry. Co. ....	Oct. 18, 1899 F.	C. & E. I. R. R. Co. ....
10 Chicago & Erie R. R. Co. ....	Sept. 9, 1899 O.&F.	C. & E. R. R. Co. ....
11 Chicago & Grand Trunk Ry. Co., (The)	Sept. 7, 1899 O.&F.	C. & G. T. Ry. Co., (The)....
12 Grand Trunk Junction Ry. Co. ....	Sept. 7, 1899 F.	"
13 Chicago & Ill. Southern R. R. Co. ....	Dec. 14, 1899 O.&F.	C. & I. S. R. R. Co. ....
14 Chicago & Northwestern Ry. Co. ....	Aug. 31, 1899 O.&F.	C. & N. W. Ry. Co. ....
15 Chicago & Western Indiana R. R. Co. ....	Aug. 28, 1899 O.&F.	C. & W. I. R. R. Co. ....
16 Chi. Burlington & Quincy R. R. Co. ....	Aug. 27, 1899 O.&F.	C., B. & Q. R. R. Co. ....
17 Chicago & Iowa R. R. Co. ....	" F.	"
18 Chi. Burl. & Northern R. R. Co. ....	Oct. 27, 1899 F.	C. B. & Q. R. R. Co. ....
19 Galesburg & Rio R. R. Co. ....	Oct. 27, 1899 F.	C. B. & Q. R. R. Co. ....
20 Illinois Valley & Northern R. R. Co. ....	" F.	"
21 Quincy, Alton & St. Louis R. R. Co. ....	" F.	"
22 St. L. R. I. & Chi. R. R. Co. ....	" F.	"
23 Chicago Great Western Ry. Co. ....	Sept. 8, 1899 O.&F.	Chi. Great Western Ry. Co. ....
24 Chicago Junction Ry. Co. ....	Nov. 1, 1899 O.&F.	C. J. Ry. Co. ....
25 Chi. L. S. & E. Ry. Co. ....	Sept. 22, 1899 O.&F.	C., L. S. & E. Ry. Co. ....
26 C. M. & St. P. Ry. Co. ....	Oct. 10, 1899 O.&F.	C., M. & St. P. Ry. Co. ....
27 Chi. Peoria & St. Louis R. R. Co. of Ill.	Oct. 9, 1899 O.&F.	Chas. E. Kimball and Samuel P. Wheeler, Receivers.
28 Chicago, Rock Island & Pacific Ry. Co. ....	Sept. 25, 1899 O.&F.	C., R. I. & P. Ry. Co. ....
29 Peoria & Bureau Valley R. R. Co. ....	Aug. 26, 1899 F.	"
30 Chicago Terminal Transfer R. R. Co. ....	Sept. 5, 1899 O.&F.	C. T. T. R. R. Co. ....
31 Chicago Union Transfer Ry. Co. ....	Dec. 15, 1899 O.&F.	(Not operated at present)...
32 C., C. C. & St. L. Ry. Co., (The).....	Aug. 30, 1899 O.&F.	C., C. C. & St. L. Ry. Co., (The)
33 Kankakee & Seneca Ry. Co. ....	Aug. 29, 1899 O.&F.	"
34 Peoria & Eastern Ry. Co., (The).....	Aug. 30, 1899 O.&F.	"
35 DePue, Ladd & Eastern R. R. Co. ....	Dec. 13, 1899 O.&F.	D., P., L. & E. R. R. Co. ....
36 East St. Louis Connecting Ry. Co. ....	Sept. 13, 1899 O.&F.	E. St. L. C. Ry. Co. ....
37 Elgin, Joliet & Eastern Ry. Co. ....	Sept. 22, 1899 O.&F.	E., J. & E. Ry. Co. ....
38 Fulton Co. Narrow Gauge Ry. Co. ....	Oct. 30, 1899 O.&F.	F. C. N. G. Ry. Co. ....
39 Galesburg & Great Eastern R. R. Co. ....	Dec. 2, 1899 O.&F.	G. & G. E. R. R. Co. ....
40 Illinois Central R. R. Co. ....	Oct. 2, 1899 O.&F.	I. C. R. R. Co. ....
41 Blue Island R. R. Co. ....	Sept. 28, 1899 F.	"
42 Chi., Havana & Western R. R. Co. ....	" F.	"
43 Chi., Madison & Northern R. R. Co. ....	" F.	"
44 Chicago & Springfield R. R. Co. ....	" F.	"
45 Chicago & Texas R. R. Co. ....	" F.	"
46 Kankakee & Southwestern R. R. Co. ....	" F.	"
47 Mound City Ry. Co. ....	" F.	"
48 Rantoul R. R. Co. ....	" F.	"
49 South Chicago R. R. Co. ....	" F.	"
50 St. L., Alton & Terre Haute R. R. Co. ....	Sept. 28, 1899 F.	I. C. R. R. Co. ....
51 Illinois Terminal R. R. Co. ....	Nov. 18, 1899 O.&F.	I. T. R. R. Co. ....
52 Indiana, Decatur & Western Ry. Co. ....	Oct. 19, O.&F.	I., D. & W. Ry. Co. ....
53 Chicago & Ohio River R. R. Co. (I) ..	Oct. 19, 1899 O.&F.	"
54 Ind. Illinois & Iowa R. R. Co., (The)....	Sept. 9, 1899 O.&F.	I., I. & I. R. R. Co., (The)...
55 Iowa Central Ry. Co. ....	Sept. 22, 1899 O.&F.	I. C. Ry. Co. ....
56 Jacksonville & St. Louis Ry. Co. ....	Nov. 3, 1899 O.&F.	J. & St. L. Ry. Co. ....
57 Lake Erie & Western R. R. Co. ....	Sept. 4, 1899 O.&F.	L. E. & W. R. R. Co. ....
58 L. S. & M. S. Ry. Co. ....	Sept. 1, 1899 O.&F.	L. S. & M. S. Ry. Co. ....
59 LaSalle & Bureau Co. R. R. Co. ....	" O.&F.	LaS. & B. C. R. R. Co. ....
60 L., E. & St. L. Consolidated R. R. Co. ....	Nov. 8, 1899 O.&F.	Geo. T. Jarvis, Receiver ....

## RAILROADS.

*Mileage for year ending June 30, 1899.*

4		5		6		7		8		9		10		11		12	
LENGTH OF LINE OPERATED (IN MILES) EXCLUSIVE OF TRACKAGE RIGHTS.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.		Yard tr'ks, sidings and spurs in Illinois.		New road built during year in Illinois...		MILES OF ROAD USED UNDER TRACKAGE RIGHTS.		Whole line		In Ill.			
Whole line	In Illinois	Whole line	In Illinois														
4,650.43	280.42	4,502.91	280.42	3.17	134.44					37.38	14.37						1
2,001.21	8.21	1,464.81	8.21	8.21	21.14					22.37	17.47						2
(1) 920.71	(1) 375.52	(1) 920.71	(1) 375.52		78.08					(2) 4.44	(2) 3.24						3
21.31	21.31				27.14												4
96.50	96.50	96.50	96.50		11.90					3.00	3.00						5
843.54	580.13	644.52	542.93	67.31	139.07												6
		37.20	37.20	40.78	36.03												7
625.18	392.94	563.98	387.46	106.06	154.84					23.09	16.99						8
		48.58	5.48		6.39												9
249.57		249.57								19.99	19.99						10
330.40	25.78	326.50	21.88	21.88	33.18					4.78	4.78						11
		3.90	3.90	3.90	23.29												12
.42	.42	.42	.42														13
5,076.89	593.97	3,828.40	593.97	226.94	350.06					8.73							14
20.43	20.43	48.58	48.58	63.33	106.09												15
6,040.33	1,402.83	5,194.32	803.53	203.86	366.56					190.60	40.20						16
		101.94	101.94		20.67												17
		94.74	94.74	1.24	17.51												18
		12.22	12.22		1.12												19
		58.76	58.76		11.10												20
		46.36	46.36		4.49												21
		285.28	285.28		63.19												22
844.85	152.54	844.85	152.54		29.75					87.16	25.43						23
42.28	31.43	26.42	22.67	13.71	103.71					31.36	25.59						24
(1) 166.36	(2) 125.13	(1) 166.36	(2) 125.13	1.70						3.07	315.04	254.37					25
(1) 6,147.90	(2) 317.58	(1) 6,147.90	(2) 317.58	200.35	192.11					(3) 42.77	(4) 21.43						26
166.68	166.68	166.68	166.68		42.31					115.07	115.07						27
3,281.32	236.51	2,928.62	189.52	196.79	195.64	51.22				338.05							28
		46.70	46.70		10.70												29
79.33	65.56	86.42	72.65	37.93	61.71	1.35				8.52	3.81						30
		5.35	5.35	4.03	25.01												31
1,807.34	478.39	1,683.99	478.39	1.49	138.43					86.28	3.40						32
42.08	42.08	42.08	42.08		6.48												33
341.39	122.84	341.39	122.84		48.24					9.02	9.02						34
3.50	3.50	3.50	3.50	3.50													35
1.15	1.15	1.15	1.15		30.56					.06	.06						36
194.37	161.38	194.37	161.38		78.19					16.35	6.85						37
61.00	61.00	61.00	61.00		2.40												38
13.50	13.50	13.50	13.50		.50					.25	.25						39
3,678.74	1,615.38	705.50	705.50	188.58	362.04					107.50	107.50						40
		3.96	3.96		1.90												41
		131.62	131.62		13.84												42
		231.30	139.99	6.68	39.28												43
		111.47	111.47		25.07												44
		78.70	78.70		12.21												45
		131.26	131.26		12.41												46
		2.87	2.87		.89												47
		74.43	66.21		6.27												48
		4.76	4.76	4.76	3.06												49
		239.04	239.04		54.12												50
		1.25	1.25		6.55												51
152.02	75.76	152.02	75.76		11.27					8.49							52
77.75	77.75	77.75	77.75		7.29					8.25	8.25						53
151.78	69.61	151.78	69.61		23.00					37.60	37.60						54
505.48	89.76	502.91	88.66		23.53					3.50	3.50						55
112.30	112.30	112.30	112.30		13.95					3.90	3.90						56
710.61	118.60	710.61	118.60		22.78					7.77	2.42						57
1,413.44	14.02	862.15	14.02	7.64	64.62												58
6.35	6.35	6.35	6.35		.75												59
364.88	154.97	364.88	154.97		36.40					9.13	1.16						60

Table I—

1	2	3
NAME OF COMPANY.	DATE OF FILING REPORT. (OPERATING OR FINANCIAL.)	BY WHOM OPERATED.
61 Louisville & Nashville R. R. Co.....	Dec. 1, 1899 O.&F.	L. & N. R. R. Co.....
62 Michigan Central R. R. Co.....	Sept. 14, 1899 O.&F.	M. C. R. R. Co.....
63 Joliet & Northern Ind. R. R. Co.....	Dec. 1, 1899 F.	"
64 Terminal R. R. Co.....	"	"
65 M. & O. R. R. Co., (The).....	Dec. 22, 1899 O.&F.	M. & O. R. R. Co., (The)....
66 St. Louis & Cairo R. R. Co.....	Nov. 27, 1899 F.	"
67 N. Y., Chi. & St. L. R. R. Co., (The).....	Sept. 9, 1899 O.&F.	N. Y., C. & St. L. R. R. Co., (The)
68 Chi. & State Line R. R. Co., (The).....	Sept. 6, 1899 F.	"
69 Omaha, K. C. & Eastern R. R. Co.....	Nov. 22, 1899 O.&F.	O., K. C. & E. R. R. Co.....
70 Pawnee R. R. Co.....	Aug. 22, 1899 O.&F.	P. R. R. Co.....
71 Pennsylvania Co.....	Dec. 22, 1899 O.&F.	Penn. Co.....
72 Calumet River Ry. Co.....	Oct. 2, 1899 F.	"
73 Pitts., Ft. W. & Chicago Ry. Co.....	Dec. 21, 1899 F.	"
74 South Chicago & Southern R. R. Co.....	Oct. 2, 1899 F.	"
75 Pitts., Cin., Chi. & St. L. Ry. Co., (The).....	Dec. 22, 1899 O.&F.	P. C., C. & St. L. Ry. Co., (The)
76 Englewood Connecting Ry. Co.....	Oct. 2, 1899 F.	"
77 Peoria and Pekin Union Ry. Co.....	Oct. 9, 1899 O.&F.	P. & P. U. Ry. Co.....
78 Peoria, Decatur & Evansville Ry. Co.....	Sept. 2, 1899 O.&F.	E. O. Hopkins, Receiver.....
79 Chicago & Ohio River R. R. Co. (1).....	Sept. 2, 1899 O.&F.	E. O. Hopkins, Receiver.....
80 Quincy, Carrollton & St. L. Ry.....	Nov. 3, 1899 O.&F.	Q., C. & St. L. Ry.....
81 Rock Island & Peoria Ry. Co.....	Sept. 2, 1899 O.&F.	R. I. & P. Ry. Co.....
82 St. Clair, Madison & S. L. Belt R. R. Co.....	Dec. 4, 1899 O.&F.	John F. Barnard, Receiver..
83 St. L. Belleville & Southern Ry. Co.....	Sept. 28, 1899 O.&F.	St. L., B. & S. Ry. Co.....
84 St. L., Chi. & St. P. Ry. Co. of Ill.....	Oct. 16, 1899 O.&F.	Wm. H. Male, Receiver.....
85 St. L., Ind'p'lis & Eastern R. R. Co.....	Oct. 12, 1899 O.&F.	St. L., I. & E. R. R. Co.....
86 St. L. Merch'nts' Bridge Term. Ry. Co.....	Sept. 18, 1899 O.&F.	St. L. M. B. Ry. Co.....
87 St. Louis Merchants' Bridge Co.....	"	"
88 St. Louis, Peoria & Northern Ry. Co.....	Dec. 21, 1899 O.&F.	St. L., P. & N. Ry. Co.....
89 Term. Railroad Ass'n of St. L.....	Sept. 8, 1899 O.&F.	T. R. R. A. of St. L.....
90 St. Louis Bridge Co.....	Nov. 28, 1899 F.	"
91 Terre Haute & Indianapolis R. R. Co.....	Dec. 30, 1899 O.&F.	T. H. & I. R. R. Co.....
92 East St. L. & Carondelet Ry. Co.....	Oct. 2, 1899 F.	T. H. & I. R. R. Co.....
93 St. L., Vandalia & T. H. R. R. Co.....	Oct. 2, 1899 F.	T. H. & I. R. R. Co.....
94 Terre Haute & Peoria R. R. Co.....	Sept. 29, 1899 F.	"
95 Toledo, Peoria & Western Ry. Co.....	Sept. 13, 1899 O.&F.	T., P. & W. Ry. Co.....
96 Toledo, St. L. & K. C. R. R. Co.....	Oct. 9, 1899 O.&F.	Sam'l Hunt, Receiver.....
97 Toluca & Eastern R. R. Co.....	Sept. 25, 1899 O.&F.	T. & E. R. R. Co.....
98 Wabash R. R. Co., (The).....	Sept. 16, 1899 O.&F.	W. R. R. Co., (The).....
99 Wab'h. Chester & West. R. R. Co., (The).....	Sept. 9, 1899 O.&F.	W. C. & W. R. R. Co.....
100 Waukegan & Miss. Valley Ry Co.....	Dec. 28, 1899 O.&F.	W. & M. V. Ry. Co.....
101 Wisconsin Central Co.....	Sept. 11, 1899 O.&F.	Henry F. Whitcomb, How- ard Morris, Receivers.....
102 Chicago & Wisconsin R. R. Co.....	" F.	"
Totals.....		
Less mileage of C. & O. R. R. dup'ted..		
Totals.....		

B. & O. R. R. Co.—(1) Includes 932.91 miles of proprietary lines. (2) Proprietary lines.

B. & O. S-W. Ry. Co.—(1) Includes 3.24 miles or one-half interest in 6.48 miles of joint track not represented by capital stock. 1.17 miles is owned jointly with the Illinois Central R. R. Co., and 5.31 miles is owned jointly with L. & N. R. R. Co. (2) Includes 3.24 miles of joint track. Of the mileage operated and owned only 10.4 miles of which 1.86 miles is in Illinois, may be considered as main line.

Concluded.

4	5	6	7	8	9	10	11	12	
LENGTH OF LINE OPERATED (IN MILES) EXCLUSIVE OF TRACKAGE RIGHTS.		LENGTH OF LINE OWNED—IN MILES.		Second, third and fourth tracks in Illinois.	Yard tr'ks, sidings and spurs in Illinois.	New road built during year in Illinois.	MILES OF ROAD USED UNDER TRACKAGE RIGHTS.		
Whole line	In Illinois	Whole line	In Illinois				Whole line	In Ill.	
3,125.62	180.41	2,084.17	180.41			38.73	22.32		61
1,643.53	45.23	270.07	6.07	6.07		49.30	14.00	14.00	62
		45.00	29.00			19.12			63
									64
687.60	160.60	527.00							65
		160.60	160.60			48.48	5.27		66
522.45	9.96	504.68					10.50	8.90	67
		9.96	9.96	1.37		21.30			68
168.00		33.97					3.00	2.41	69
9.00	9.00	9.00	9.00			.50			70
484.57	31.00								71
		4.43	4.43			.44			72
		469.89	16.32	31.28		55.88			73
		10.25	10.25			3.27			74
1,343.17	30.34	1,090.31	27.99	18.95		60.22			75
		2.35	2.35			1.07			76
18.14	18.14	18.14	18.14	8.80		49.29	2.80	.84	77
(1) 237.65	(1) 199.99	(1) 237.65	(1) 199.99			31.48	(2) 15.62	(2) 15.62	78
76.89	76.89	76.89	76.89			7.35	8.40	8.40	79
51.50	51.50	51.50	51.50			3.65	6.30	6.30	80
118.00	118.00	118.00	118.00			30.90			81
2.80	.43	2.80	.43	.43					82
13.00	13.00	13.00	13.00			1.68			83
110.50	110.50	110.50	110.50			22.19	.50	.50	84
90.00	56.00	90.00	56.00			3.10			85
13.79	5.43	7.44							86
									87
141.40	141.40	141.40	141.40			26.30	10.00	10.00	88
3.51	1.52	1.35	.67	.67		13.63			89
		1.22	.85	.85					90
308.64	308.64								91
		12.74	12.74			4.65			92
		158.30	158.30			59.74			93
		(1) 141.36	(1) 141.36			18.91	(2) 32.27	(2) 32.27	94
230.70	230.70	230.70	230.70			35.88	17.00	17.00	95
450.72	179.49	450.72	179.49			28.82			96
4.90	4.90	4.90	4.90			1.11	.61	1.43	97
1,874.90	677.40	1,594.00	659.60			176.80	446.20	53.60	98
64.83	64.83	64.83	64.83			4.79			99
3.00	3.00								100
396.03	58.25	264.91				.10	6.88	26.31	101
		58.25	58.25	3.05		9.01			102
53,439.44	10,903.03	45,019.67	10,576.53	1,484.71		4,140.87	71.25	2,157.14	928.78
76.89	76.89	76.89	76.89			7.35		8.40	8.40
53,362.55	10,826.14	44,942.78	10,799.64	1,484.71		4,133.52	71.25	2,148.74	920.38

C. L. S. & E. Ry. Co.—(1) Includes 68.73 miles of proprietary lines. (2) Includes 51.40 miles of proprietary lines.

C. M. & St. P. Ry. Co.—(1) Includes 5.59 miles or one-half interest in 11.19 miles of joint track. (2) Includes 0.35 miles of joint track. (3) Includes 5.6 miles of joint track. (4) Includes 0.36 miles of joint track.

I. D. & W. Ry. Co., (owning and operating C. & O. River R. R. Co.)—(1) For five months ending June 30, 1899.

P. D. & E. Ry. Co.—(1) Includes 3.76 miles or one-half interest in 7.52 miles of joint track with T. H. & P. R. R. Co., not represented by capital stock. (2) Includes 3.76 miles of joint track.

C. & O. River R. R. Co.—Owned by P. D. & E. Ry. Co.—(1) For seven months ending January 31, 1899.

Q. C. & St. L. Ry.—(1) For six months ending June 30, 1899.

T. H. & P. R. R. Co., (operated by T. H. & I. R. R. Co.)—(1) Includes 3.76 miles or one-half interest in 7.52 miles of joint track with P. D. & E. Ry. Co., not represented by capital stock. (2) Includes 3.76 miles of joint track.

TABLE II—*Railway Capital at the close*

	1	2	3	4
NAME OF COMPANY.	STOCKS.		FUNDED	
	Amount outstanding	Amount per mile of line.	Amount outstanding	Amount per mile of line.
1 Atchison, Topeka & Santa Fé Ry. Co. (The)	\$236,198,400	\$32,756	\$184,513,710	\$25,606
2 Baltimore & Ohio R. R. Co.	74,227,767	36,962	135,044,644	67,246
3 Baltimore & Ohio Southwestern Ry. Co.	30,000,000	32,699	51,877,550	56,544
4 Belt Railway Company of Chicago (The)	1,200,000			
5 Centralia & Chester R. R. Co.	978,000	10,135	945,000	9,824
6 Chicago & Alton R. R. Co. (The)	22,230,600	34,492	8,961,850	13,905
7 Joliet & Chicago R. R. Co. (The)	1,500,000	40,323		
8 Chicago & Eastern Illinois R. R. Co.	16,648,900	29,520	21,053,859	37,331
9 Evansville, Terre Haute & Chi. Ry. Co.	581,950	11,979	1,250,000	25,731
10 Chicago & Erie R. R. Co.	100,000	401	22,309,000	89,354
11 Chicago & Grand Trunk Ry. Co. (The)	6,600,000	20,214	12,000,000	36,754
12 Grand Trunk Junction Ry. Co.	500,000	128,205	3,872,000	992,821
13 Chicago & Illinois Southern R. R. Co.	500	1,190		
14 Chicago & Northwestern Ry. Co.	66,427,321	13,241	134,645,000	26,838
15 Chicago & Western Indiana R. R. Co.	5,000,000	102,923	10,651,667	219,260
16 Chicago, Burlington & Quincy R. R. Co.	93,725,400	18,044	126,437,700	24,341
17 Chicago & Iowa R. R. Co.	1,428,000	14,098	2,000,000	19,620
18 Chicago, Burlington & Northern R. R. Co.	3,000,000	31,655	3,895,000	41,113
19 Galesburg & Rio R. R. Co.	240,000	19,643	243,900	19,954
20 Illinois Valley & Northern R. R. Co.	1,500,000	25,527	1,163,200	19,796
21 Quincy, Alton & St. Louis R. R. Co.	970,100	20,925	840,000	18,119
22 St. Louis, Rock Island & Chicago R. R. Co.	3,000,000	10,516	2,500,000	8,763
23 Chicago Great Western Ry. Co.	52,748,388	62,435	4,248,351	5,028
24 Chicago Junction Ry. Co.	2,200,000	53,270	2,098,458	79,427
25 Chicago, Lake Shore & Eastern Ry. Co.	650,000	3,907	3,230,000	19,416
26 Chicago, Milwaukee & St. Paul Ry. Co.	82,519,000	13,422	136,226,500	22,158
27 Chicago, Peoria & St. Louis R. R. Co. of Ill.	5,000,000	29,998	6,962,796	41,773
28 Chicago, Rock Island & Pacific Ry. Co.	50,000,000	17,073	66,081,000	22,564
29 Peoria & Bureau Valley R. R. Co.	1,500,000	32,120		
30 Chicago Terminal Transfer R. R. Co.	30,000,000	347,142	14,044,000	162,509
31 Chicago Union Transfer Ry. Co.	2,000,000	373,832		
32 Cleve., Cin., Chicago & St. L. Ry. Co. (The)	38,416,832	29,813	56,176,730	33,359
33 Kankakee & Seneca Ry. Co.	10,000	238	650,000	15,447
34 Peoria & Eastern Ry. Co. (The)	10,000,000	29,272	14,000,000	41,009
35 DePue, Ladd & Eastern R. R. Co.	30,000	8,571		
36 East St. Louis Connecting Ry. Co.	20,000	17,391		
37 Elgin, Joliet & Eastern Ry. Co.	6,000,000	30,869	7,417,000	38,159
38 Fulton County Narrow Gauge Ry. Co.	630,725	10,310	484,000	7,994
39 Galesburg & Great Eastern R. R. Co.	250,000	18,500		
40 Illinois Central R. R. Co.	52,500,000	35,561	107,262,925	72,654
41 Blue Island R. R. Co.	25,000	6,313	100,000	25,253
42 Chicago, Havana & Western R. R. Co.	25,000	190		
43 Chicago, Madison & Northern R. R. Co.	50,000	216	2,500,000	10,808
44 Chicago & Springfield R. R. Co.	25,000	224		
45 Chicago & Texas R. R. Co.	2,500,000	31,766	1,300,000	16,519
46 Kankakee & Southwestern R. R. Co.	390,000	2,971		
47 Mound City Ry. Co.	25,000	8,711		
48 Rantoul R. R. Co.	25,000	336		
49 South Chicago R. R. Co.	20,000	4,202	200,000	42,017
50 St. Louis, Alton & Terre Haute R. R. Co.	80,100	335	3,381,000	14,144

## RAILROADS.

*of the year ending June 30, 1899*

5	6	7	8	9	10	11	
DEBT.			OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.			Amount outstanding	Amount per mile of line.	Total railway capital.	Amount per mile of line.	
Bonds.	Miscellaneous obligations.	Income bonds.					
\$131,980,710	\$750,000	\$51,783,000	\$2,557,165	\$568	\$423,269,275	\$58,939	1
134,233,350	811,294		11,548,611	5,751	220,821,022	109,959	2
33,097,550	30,000	18,750,000	5,194,452	5,662	87,072,002	94,905	3
			110,857		1,310,857		4
948,000			538,326	5,578	2,464,326	25,537	5
6,464,850	2,497,000		1,024,322	1,589	32,216,772	49,986	6
					1,500,000	40,323	7
20,694,000	359,859		898,872	1,594	38,601,631	68,445	8
1,250,000			51,060	1,051	1,833,010	38,761	9
12,000,000	300,000	10,000,000	235,953	945	22,635,953	90,700	10
12,000,000			5,512,542	16,894	24,112,542	73,852	11
3,872,000			228,724	58,647	4,600,724	1,179,673	12
					500	1,190	13
102,247,000	31,898,000	500,000	5,070,872	1,011	206,143,193	41,030	14
10,651,667			145,689	2,999	15,797,356	325,182	15
93,785,000	32,652,709		4,163,712	802	234,326,812	43,187	16
2,000,000					3,428,000	33,628	17
3,895,000					6,895,000	72,778	18
243,800					483,800	39,597	19
1,163,200					2,663,200	45,323	20
840,000					1,810,100	39,044	21
2,500,000					5,500,000	19,279	22
	4,248,351		1,317,691	1,589	58,314,430	69,023	23
2,000,000	98,458		392,368	14,851	4,690,824	177,548	24
3,230,000			1,085,867	6,527	4,965,867	29,850	25
135,874,500		352,000	5,933,482	965	224,678,982	56,545	26
4,544,000	300,796	2,118,000	993,003	5,954	12,955,799	77,729	27
64,716,000	1,365,000		1,419,094	485	117,500,094	40,122	28
					1,500,000	32,120	29
13,394,000	650,000		475,407	5,501	44,519,407	515,151	30
					2,000,000	373,832	31
56,176,730			4,973,262	2,953	99,566,824	59,125	32
650,000			663,000	15,758	1,323,000	31,441	33
10,000,000		4,000,000	470,809	1,379	24,470,809	71,680	34
					30,000	8,571	35
			358,915	312,100	378,915	329,491	36
7,417,000			772,220	3,973	14,189,220	73,001	37
484,000			606,497	9,943	1,721,222	28,217	38
			8,000	593	258,000	19,093	39
56,374,925	50,888,000		7,309,647	4,951	167,072,572	113,166	40
100,000			53,657	13,550	178,657	45,116	41
			659,302	5,009	684,302	5,199	42
	2,500,000		3,724,939	16,105	6,274,939	27,129	43
			73,110	656	98,110	880	44
1,300,000			634,494	8,062	4,434,494	56,347	45
			81,300	619	471,300	3,590	46
					25,000	8,711	47
			267,572	3,595	292,572	3,931	48
200,000			177,618	37,314	397,618	83,533	49
1,349,000	2,000,000	32,000	182,189	762	3,643,289	15,241	50

Table II—

		1	2	3	4
		STOCKS.		FUNDED	
	NAME OF COMPANY.	Amount outstanding	Amount per mile of line.	Amount outstanding	Amount per mile of line.
51	Illinois Terminal R. R. Co.....	25,000	20,000		
52	Indiana, Decatur & Western Ry. Co.....	1,824,000	11,998	1,824,000	11,988
53	Chicago & Ohio River R. R. Co.....			933,000	12,000
54	Indiana, Illinois & Iowa R. R. Co. (The)...	3,697,800	24,363	2,500,000	16,471
55	Iowa Central Ry. Co.....	14,159,180	28,155	6,650,095	13,223
56	Jacksonville & St. Louis Ry. Co.....	1,500,000	13,357	2,300,000	20,481
57	Lake Erie & Western R. R. Co.....	23,680,000	33,323	10,875,000	15,304
58	Lake Shore & Michigan Southern Ry. Co..	50,000,000	57,995	48,489,000	44,028
59	LaSalle & Bureau County R. R. Co.....	50,000	7,874		
60	Louisville, Evansv. & St. L. Cons. R. R. Co	4,247,909	11,642	10,781,570	29,548
61	Louisville & Nashville R. R. Co.....	54,911,520	18,611	85,358,660	28,930
62	Michigan Central R. R. Co.....	18,738,000	69,382	10,000,000	37,027
63	Joliet & Northern Indiana R. R. Co.....	300,000	6,666	800,000	17,778
64	Terminal R. R. Co.....				
65	Mobile & Ohio R. R. Co. (The).....	7,680,000	14,573	20,000,800	37,952
66	St. Louis & Cairo R. R. Co.....	6,500,000	40,473	4,000,600	24,907
67	New York, Chicago & St. L. R. R. Co. (The)	30,000,000	59,444	19,425,000	38,490
68	Chicago & State Line R. R. Co.....	1,600,000	150,602		
69	Omaha, Kansas City & Eastern R. R. Co...	1,428,000	42,037	1,832,414	53,942
70	Pawnee R. R. Co.....	50,000	5,556	36,000	4,000
71	Pennsylvania Co.....				
72	Calumet River Ry. Co.....	68,700	15,508		
73	Pittsburg, Ft. Wayne & Chicago Ry. Co.	39,210,586	83,446	12,410,000	26,411
74	South Chicago & Southern R. R. Co.....	161,790	15,775		
75	Pittsb., Cin., Chi & St. L. Ry. Co. (The)....	47,864,251	43,900	48,450,640	44,437
76	Englewood Connecting Ry. Co.....	99,200	42,212		
77	Peoria and Pekin Union Ry. Co.....	1,000,000	55,127	2,994,000	165,049
78	Peoria, Decatur & Evansville Ry. Co.....	8,400,000	35,914	4,847,844	20,727
79	Chicago & Ohio River R. R. Co.....	581,875	7,568	876,856	11,404
80	Quincy, Carrollton & St. Louis Ry.....	500,000	9,709		
81	Rock Island & Peoria Ry. Co.....	1,600,000	12,712	600,000	5,085
82	St. Clair, Madison & St. Louis Belt R. R. Co	900,000	321,429	600,000	244,286
83	St. Louis, Belleville & Southern Ry. Co.....	398,000	30,615	500,000	38,462
84	St. Louis, Chicago & St. Paul Ry. Co. of Ill	1,500,000	13,571	3,022,382	27,452
85	St. Louis, Indianapolis & Eastern R. R. Co	740,900	8,232	978,000	10,867
86	St. Louis Merchants' Bridge Term. Ry. Co	2,939,500	395,694	3,500,000	470,430
87	St. Louis Merchants' Bridge Co.....				
88	St. Louis, Peoria & Northern Ry. Co.....	5,000,000	35,361	3,142,000	22,220
89	Terminal Railroad Association of St. Louis	1,441,200	1,067,556	11,500,000	8,518,518
90	St. Louis Bridge Co.....	7,990,000	6,549,180	5,000,000	4,093,361
91	Terre Haute & Indianapolis R. R. Co.....				
92	East St. Louis & Carondelet Ry. Co.....	420,000	32,967		
93	St. Louis, Vandalia & Terre Haute R. R. Co	3,924,058	24,789	4,496,000	28,402
94	Terre Haute & Peoria R. R. Co.....	2,764,200	27,356	2,230,000	16,206
95	Toledo, Peoria & Western Ry. Co.....	4,076,900	17,672	5,470,698	23,715
96	Toledo, St. Louis & Kansas City R. R. Co.	17,055,000	37,839	10,000,000	22,187
97	Toledo & Eastern R. R. Co.....	50,000	10,204	90,918	18,555
98	Wabash R. R. Co. (The).....	52,000,000	32,622	83,073,000	46,430
99	Wabash, Chester & Western R. R. Co. (The)	1,250,000	19,281	690,000	10,643

Continued.

5		6	7	8	9	10	11	
DEBT.				OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.			Amount outstanding	Amount per mile of line.	Total railway capital.	Amount per mile of line.		
Bonds.	Miscellaneous obligations.	Income bonds.						
			19,659	15,727	44,659	35,727	51	
1,824,000			143,402	983	3,797,402	24,979	52	
933,000			46,143	593	979,143	12,593	53	
2,500,000			225,107	1,483	6,422,907	42,317	54	
6,650,095			528,283	1,050	21,337,558	42,428	55	
650,000		1,650,000	34,996	312	3,834,996	34,150	56	
10,875,000			595,244	838	35,150,244	49,464	57	
48,489,000			4,042,695	4,689	102,531,695	106,712	58	
					50,000	7,874	59	
10,583,350	198,220		3,733,937	10,233	18,763,416	51,423	60	
67,112,690	18,246,000		5,456,581	1,849	145,726,761	49,390	61	
10,000,000			1,869,216	6,921	30,607,216	113,330	62	
800,000			360	78	1,100,360	24,522	63	
							64	
17,541,600	766,000	1,693,200	1,114,215	2,114	28,795,015	54,639	65	
4,000,000			80,798	503	10,580,798	65,883	66	
19,425,000			708,327	1,404	50,133,327	99,338	67	
					1,500,000	150,602	68	
815,000	404,414	612,000	394,620	11,617	3,655,034	107,596	69	
36,000			15,110	1,679	101,110	11,235	70	
							71	
			117,260	26,470	185,960	41,978	72	
12,410,000			1,654,750	3,522	53,275,336	113,379	73	
			216,181	21,091	377,881	36,866	74	
48,420,000	30,640		2,683,583	2,461	98,998,474	90,798	75	
			18,976	8,075	118,176	50,287	76	
2,994,000			145,443	8,018	4,139,443	228,194	77	
4,845,000	2,844		2,418,142	10,339	15,665,986	66,980	78	
253,356		623,500	38,443	500	1,497,174	19,472	79	
			16,450	319	516,450	10,028	80	
600,000			78,972	669	2,178,972	18,466	81	
600,000					1,500,000	535,715	82	
500,000			257,230	19,787	1,155,230	88,864	83	
1,250,000	537,382	1,235,000	604,323	5,469	5,126,705	46,335	84	
978,000			144,124	1,601	1,863,024	20,700	85	
3,500,000			1,684,705	226,439	8,124,205	1,091,963	86	
							87	
3,142,000			183,182	1,295	8,325,182	58,876	88	
11,500,000			919,853	681,373	13,861,053	10,267,347	89	
5,000,000					12,990,000	10,647,541	90	
							91	
			130,000	10,204	550,000	43,171	92	
4,495,000					8,420,058	53,191	93	
2,230,000			344,781	2,506	6,338,981	46,068	94	
4,895,000	575,968		156,486	678	9,704,354	42,065	95	
9,000,000	1,000,000		4,510,661	10,008	31,565,661	70,034	96	
90,000	918		446	91	141,364	28,850	97	
83,073,000			3,427,604	2,150	138,500,604	81,202	98	
690,000			116,781	1,802	2,056,781	31,726	99	

Table II--

		1	2	3	4
		STOCKS.		FUNDED	
	NAME OF COMPANY.	Amount outstanding	Amount per mile of line.	Amount outstanding	Amount per mile of line.
100	Waukegan & Mississippi Valley Ry. Co....	60,000	.....	.....	.....
101	Wisconsin Central Company.....	3,600,308	13,591	14,510,231	54,744
102	Chicago & Wisconsin R. R. Co.....	1,500,000	25,751	1,500,000	.....
	Total.....	\$1,331,984,770	.....	\$1,596,849,118	.....
	Less capitalization of Chicago & Ohio River R. R. Co., duplicated.....	581,875	.....	\$76,856	.....
	Present railway capital.....	\$1,331,402,895	\$29,624	\$1,595,972,262	\$35,511

A., T. & S. F. Ry. Co.—The capital stock and funded debt includes the issues for requisition by purchase and exchange of the stock and bonds of other roads forming part of the system for which separate reports are made; and includes also \$55,000.00 income bonds and \$2,712,600.00 preferred stock outstanding of the Southern California Ry. Co. The stock, funded debt and "other forms of indebtedness" are based on 7,210.86 miles, 7,205.86 miles and 4,502.91 miles, respectively.

B. & O. R. R. Co.—Amount per mile of railway capital based on 2,008.21 miles, which includes proprietary and leased lines.

B. & O. S.-W. Ry. Co.—Railway capital per mile of line based on 917.47 miles.

Belt Ry. Co. of Chicago—This company operates only leased line and having no line of its own, the amount per mile of railway capital is not shown.

C. & N. W. Ry. Co.—Railway capital per mile of line based on 5,016.87 miles, which includes the mileage of proprietary lines.

C., L. S. & E. Ry. Co.—Railway capital per mile of line based on 166.36 miles, which includes mileage of leased roads.

Illinois Central R. R. Co.—Amount per mile of railway capital is based on 1,476.34 miles comprising 705.50 miles of the I. C. R. R. Co. and 770.84 miles of proprietary lines, and therefore the total amount per mile of railway capital of the proprietary lines, as above referred to, should be increased by adding \$113,166. The proprietary lines which go to make up 770.84 miles are as follows: C. & S. R. R. Co., K. & S.-W. Ry. Co., C. H. & W. R. R. Co., Rantoul R. R. Co., C., M. & N. R. R. Co. and Mound City R. R. Co. This mileage also includes that of the C. A. & N. R. R. comprising 87.89 miles but none of this road lies within the State of Illinois and therefore does not appear in the statistical tables.

L. S. & M. S. Ry. Co.—Amount per mile of capital stock and "other forms of indebtedness" based on 862.15 miles. Amount per mile of funded debt based on 1,011.32 miles, which includes 231.33 miles of proprietary lines and 784 miles of leased track.

L. & N. R. R. Co.—Amount per mile of mileage capital based on 2,950.48 miles.

M. C. R. R. Co.—In addition to the funded debt amounting to \$10,000,000.00 this road has outstanding bonds to the amount of \$9,100,000.00 issued on account of proprietary and leased lines covering 4,036.61 miles.

P., D. & E. Ry. Co.—Amount per mile of railway capital is based on 233.89 miles.

Pennsylvania Company—This company failed to show its railway capital and in other ways their report is very incomplete.

T. H. & I. R. R. Co.—This company failed to show its railway capital and in other ways their report is very incomplete.

Wabash R. R. Co.—Amount per mile of funded debt based on 1,789.2 miles, which includes 101.2 miles of leased lines and 94 miles of the Des Moines Division now in course of construction.

W. & M. V. Ry. Co.—This company operates only leased property and having no line of its own the amount per mile of railway capital is not shown.

W. C. Co.—In addition to capital stock, funded debt and "other forms of indebtedness" here shown, there is outstanding in securities of the W. C. Co. \$10,974,016.67 in capital stock and \$9,357,502.84 in bonds that were issued for purpose of acquiring by purchase or otherwise, sundry roads that made up the Wisconsin Central Lines.

Concluded.

5	6	7	8	9	10	11	
DEBT.			OTHER FORMS OF INDEBTEDNESS.		SUMMARY.		
DESIGNATION.			Amount outstanding	Amount per mile of line.	Total railway capital.	Amount per mile of line.	
Bonds.	Miscellaneous obligations.	Income bonds.					
.....	.....	.....	1,698	.....	61,698	.....	100
9,295,664	3,896,567	1,318,000	2,793,911	10,547	20,904,450	73,912	101
1,100,000	.....	400,000	.....	.....	3,000,000	51,502	102
\$1,344,774.007	\$157,008,411	\$95,063,703	\$111,533,276	.....	\$3,040,427,164	.....	
253,356	.....	623,500	38,443	.....	1,497,174	.....	
\$1,344,520,651	\$157,008,411	\$94,443,200	\$111,534,833	\$2,482	\$3,038,923,990	\$67,617	



32	Clev., Cin., Chi. & St. Louis Ry. Co. (The).....	14, 719, 353	10, 236, 625	4, 482, 738	19, 484	61, 067	80, 571	4, 563, 303	32
33	Kankakee & Seneca Ry. Co.....	97, 608	71, 439	513, 903				26, 169	33
34	Peoria & Eastern Ry. Co. (The).....	1, 903, 217	1, 389, 314	513, 903				513, 903	34
35	DePue, Ladd & Eastern R. R. Co.....								35
36	East St. Louis Connecting Ry. Co.....	249, 158	167, 555	81, 603		10	10	81, 613	36
37	Elgin, Joliet & Eastern Ry. Co.....	1, 674, 979	929, 976	745, 003		4, 923	4, 923	749, 926	37
38	Fulton County Narrow Gauge Ry. Co.....	51, 492	46, 038	5, 454				5, 454	38
39	Galesburg & Great Eastern R. R. Co.....								39
40	Illinois Central R. R. Co.....	28, 114, 690	18, 203, 282	9, 911, 408	314, 630	2, 202, 080	2, 622, 116	12, 533, 524	40
41	Blue Island R. R. Co.....							4, 508	41
42	Chicago, Havana & Western R. R. Co.....							53, 472	42
43	Chicago, Madison & Northern R. R. Co.....							343, 500	43
44	Chicago & Springfield R. R. Co.....								44
45	Chicago & Texas R. R. Co.....								45
46	Kankakee & Southwestern R. R. Co.....								46
47	Mound City Ry. Co.....								47
48	Rantoul R. R. Co.....								48
49	South Chicago R. R. Co.....								49
50	St. Louis, Alton & Terre Haute R. R. Co.....								50
51	Illinois Terminal R. R. Co.....	21, 849	19, 458	2, 391					51
52	Indiana, Decatur & Western Ry. Co.....	493, 357	316, 791	176, 566					52
53	Chicago & Ohio River R. R. Co.....	30, 242	22, 584	7, 638					53
54	Indiana, Illinois & Iowa R. R. Co. (The).....								54
55	Iowa Central Ry. Co.....	2, 130, 575	902, 365	340, 240					55
56	Jacksonville & St. Louis Ry. Co.....	181, 567	1, 518, 179	602, 396		19, 036	19, 036	340, 210	56
57	Lake Erie & Western R. R. Co.....	3, 406, 335	1, 882, 477	41, 307					57
58	Lake Shore & Michigan Southern Ry. Co.....	21, 649, 207	13, 901, 574	1, 523, 858	18, 000		18, 000	1, 541, 858	58
59	LaSalle & Bureau County R. R. Co.....	18, 844	11, 587	7, 257	285, 722	6, 386	292, 108	8, 039, 741	59
60	Louisville, Evansville & St. L. Con. R. R. Co.....	1, 630, 165	1, 160, 970	469, 195					60
61	Louisville & Nashville R. R. Co.....	24, 277, 517	16, 727, 242	8, 250, 275					61
62	Michigan Central R. R. Co.....	14, 328, 580	10, 351, 937	3, 946, 643	41, 864	2, 750	44, 678	3, 991, 321	62
63	Joliet & Northern Indiana R. R. Co.....					89, 000	89, 000	89, 000	63
64	Terminal R. R. Co.....								64
65	Mobile & Ohio R. Co. (The).....	4, 145, 135	2, 962, 890	1, 182, 239	5, 062	3, 150	398, 656	1, 579, 107	65
66	St. Louis & Cairo R. R. Co.....								66
67	N. Y., Chicago & St. Louis R. R. Co. (The).....	6, 572, 053	5, 287, 926	1, 304, 157					67
68	Chicago & State Line R. R. Co.....								68
69	Omaha, Kansas City & Eastern R. R. Co.....	399, 581	339, 155	60, 436					69
70	Pawnee R. Co.....	12, 748	6, 703	6, 045					70
71	Pennsylvania Co.....	11, 759, 859	7, 472, 180	4, 287, 673					71
72	Columbus River Ry. Co.....								72
73	Pittsburg, Ft. Wayne & Chicago Ry. Co.....								73
74	South Chicago & Southern R. R. Co.....								74
75	P. C. & St. L. Ry. Co. (The).....	16, 819, 348	11, 204, 215	5, 615, 113	16, 984	7, 750	14, 811	3, 849, 119	75
76	Englewood Connecting Ry. Co.....								76
77	Peoria & Pekin Union Ry.....	736, 009	360, 376	375, 633					77
78	Peoria, Decatur & Evansville Ry. Co.....	824, 733	746, 755	78, 038	15, 000		15, 000	375, 633	78
79	Chicago & Ohio River R. R. Co. (1).....	48, 493	34, 023	14, 470					79
80	Quincy Carrollton & St. Louis Ry. (1).....	22, 012	20, 061	1, 951					80
81	Rock Island & Peoria Ry. Co.....	700, 204	452, 226	247, 978		8, 679	8, 679	256, 657	81

Table III.--Continued.

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	Gross earnings from operation.	Operating expenses.	Income from operation. Col. 2—Col. 3	INCOME FROM PROPERTY OWNED.				
				SOURCE OF INCOME.			Total income from property described. Cols. 5+6+7.	Total income. Cols. 4+8.
				Stock.	Bonds.	Miscellaneous, including rents.		
82 St. Clair, Madison & St. Louis Belt R. R. Co	53,846	38,872	14,974					14,974
83 St. Louis, Belleville & Southern Ry. Co	37,287	44,550	*7,263					*7,263
84 St. Louis, Chicago & St. Paul Ry. Co. of Ill.	338,191	361,703	*23,512			60		*23,452
85 St. Louis, Indianapolis & Eastern R. R. Co.	124,372	90,811	24,561					24,561
86 St. Louis Merchants' Bridge Term. Ry. Co.	706,892	359,469	347,423					347,423
87 St. Louis Merchants' Bridge Co.								
88 St. Louis, Peoria & Northern Ry. Co.	614,469	491,435	123,034			18,759		141,793
89 Terminal Railroad Association of St. Louis	2,138,769	698,780	1,439,989	20,160		211,834		1,671,983
90 St. Louis Bridge Co.						591,900		591,900
91 Terre Haute & Indianapolis R. R. Co.	2,334,003	1,679,292	651,711					651,711
92 East St. Louis & Carondelet Ry. Co.						50,595		50,595
93 St. Louis, Vandalia & Terre Haute R. R. Co						534,378		534,378
94 Terre Haute & Peoria R. R. Co.						130,976		130,976
95 Toledo, Peoria & Western Ry. Co.	976,657	706,853	269,804					269,804
96 Toledo, St. Louis & Kansas City R. R. Co.	2,062,738	1,527,133	535,545					535,545
97 Toluca & Eastern R. R. Co.	5,111	6,267	*1,156					*1,156
98 Wabash R. R. Co. (The)	14,458,753	10,569,997	3,888,756	163,085		21,946		4,073,788
99 Wabash, Chester & Western R. R. Co. (The)	75,613	63,620	12,023					12,023
100 Waukegan & Mississippi Valley Ry. Co.	46,334	21,654	24,740					24,740
101 Wisconsin Central Co.	2,525,340	1,879,381	645,959		428,038	4,002		1,077,980
102 Chicago & Wisconsin R. R. Co.								
Total	\$108,580,535	\$267,912,007	\$140,668,528	\$3,779,163	\$4,901,969	\$15,071,057	\$23,752,219	\$164,420,687
Less sum of deficits			55,419			15,849		71,208
Total	\$408,580,535	\$267,912,007	\$140,613,109	\$3,779,163	\$4,901,969	\$15,055,208	\$23,736,370	\$164,349,479

\* Deficits.

## STEAM RAILROADS.

Table III.—Income Account—Whole Line—Continued.

	10	11	12	13	14	15	16	17
EXPENDITURES ASSIGNABLE TO FIXED CHARGES.								
NAME OF COMPANY.	DESIGNATION.							
	Interest on funded debt accrued.	Interest on bearing cur- rent liabil- ties accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.	Total fixed charges. Cols. 10+11+ 12+13+14.	Net income. Cols. 9-15.	Net deficit. Cols. 15-9.
1 Atchison, Topeka & Santa Fe, Ry. Co., (The)	\$5,188,122			\$1,157,569	\$74,073	\$6,419,774	\$6,197,837	
2 Baltimore & Ohio R. R. Co., .....	3,480,884	\$1,412,105	\$429,029	474,486	245,676	6,552,100	924,729	
3 Baltimore & Ohio Southwestern Ry. Co., ..	826,637	24,721		295,200	10,999	1,157,557	702,921	
4 Belt Railway Co. of Chicago, (The), .....			152,869	59,500		212,369	211,734	
5 Centralia & Chester R. R. Co., .....		23,890		3,840	8,590	36,320		\$59,808
6 Chicago & Alton R. R. Co., (The), .....	565,527		420,000	300,829	7,394	1,293,750	1,608,513	
7 Joliet & Chicago R. R. Co., (The), .....	1,080,532		213,567	220,310		1,532,469	105,000	
8 Chicago & Eastern Illinois R. R. Co., .....	75,000					75,000		
9 Evansville, Terre Haute & Chicago Ry. Co.,	619,121		196,735	146,154		962,010	962,010	
10 Chicago & Erie R. R. Co., .....	660,000		117,587	218,011	32,110	1,220,907		281,905
11 Chicago & Grand Trunk Ry. Co., (The), ..	193,600					193,600		248,109
12 Grand Trunk Junction Ry. Co., .....								
13 Chicago and Illinois Southern R. R. Co., ..								
14 Chicago & Northwestern Ry. Co., .....	6,932,705		21,320	1,182,516	417,199	8,553,740	7,518,377	
15 Chicago & Western Indiana R. R. Co., .....	615,730			(1)	194,568	810,298	296,999	
16 Chicago, Burlington & Quincy R. R. Co.,	6,514,688		220,780	1,342,531	523,755	8,601,734	6,852,210	
17 Chicago & Iowa R. R. Co., .....	160,000			21,297		181,297		
18 Chicago, Burlington & Northern R. R. Co.,	295,450			29,306		234,756		
19 Galesburg & Rio R. R. Co., .....	14,628			2,136		16,764		
20 Illinois Valley & Northern R. R. Co., .....	69,732			13,532		83,264		
21 Quincy, Alton & St. Louis R. R. Co., .....	42,000					42,000		
22 St. Louis, Rock Island & Chicago R.R.Co.,	175,000			58,780		233,780		
23 Chicago & Great Western Ry. Co., .....	228,128	156,385		204,000		588,493	946,070	

Table III.--Income Account--Whole Line--Continued.

	10	11	12	13	14	15	16	17
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.				Miscellaneous.	Total fixed charges. Cols. 10+11+ 12+13+14.	Net income. Cols. 9-15.	Net deficit. Cols. 9-15.
	Interest on funded debt accrued.	Interest on interest bearing current liabilities not otherwise provided for.	Rents.	Taxes.				
24 Chicago Junction Ry. Co.....	125,907	88	552,022	13,206	560,000	691,218	153,079	24
25 Chicago, Lake Shore & Eastern Ry. Co.....	188,700			14,000		742,700	556,619	25
26 Chicago, Milwaukee & St. Paul Ry. Co.....	6,800,120			1,186,166		8,076,286	7,575,087	26
27 Chicago, Peoria & St. Louis R. Co. of Ill.....	191,700	4,366		32,300	32,615	251,041		27
28 Chicago, Rock Island & Pacific Ry. Co.....	3,004,382		400,585	931,934		4,416,881	3,843,835	28
29 Peoria & Bureau Valley R. Co.....					2,240	2,240	122,760	29
30 Chicago Terminal Transfer R. Co.....	572,200			77,436		649,636	106,900	30
31 Chicago Union Transfer Ry. Co.....								31
32 Clev., Cinn., Chi. & St. L. Ry. Co., (The)...	2,646,813	56,979		610,095		3,313,887	1,240,422	32
33 Kankakee & Seneca Ry. Co.....	39,000			82,565	3,383	504,768	9,135	33
34 Peoria & Eastern Ry. Co., (The).....	418,870							34
35 Peoria, Ladd & Eastern R. Co.....			25,150	3,273	1,002	41,710	39,903	35
36 East, St. Louis Connecting Ry. Co.....	370,260	12,286		63,513		440,428	309,498	36
37 Elgin, Joliet & Eastern Ry. Co.....	33,880	6,625		2,686	77	36,681		37
38 Fulton County Narrow Gauge Ry. Co.....		58		600			31,227	38
39 Galesburg & Great Eastern R. Co.....				1,358,979	1,476,240	9,603,366	2,930,156	39
40 Illinois Central R. Co.....	4,029,403	16,142	2,722,002					40
41 Blue Island R. Co.....	5,000					5,000		41
42 Chicago, Havana & Western R. R. Co.....	125,000						9,508	42
43 Chicago, Madison & Northern R. Co.....	343,500	27,882				152,882	99,410	43
44 Chicago & Springfield R. R. Co.....						345,500		44
45 Chicago & Texas R. Co.....	65,000					65,000	49,794	45
46 Kankakee & Southwestern R. R. Co.....								46
47 Round City Ry. Co.....								47
48 Rantoul R. Co.....	50,000	10,374				60,374	52,386	48

49	South Chicago R. R. Co.	10,000					10,000		21,341	49
50	St. Louis, Alton & Terre Haute R. R. Co.	65,520					65,520		1,802	50
51	Illinois Terminal R. R. Co.								2,331	51
52	Indiana, Decatur & Western Ry. Co.	91,200				31,479	122,679		53,887	52
53	Chicago & Ohio River R. R. Co., (2)	112,575				4,000	118,575		10,855	53
54	Indiana, Illinois, & Iowa R. R. Co., (The)...	331,821				4,333	336,154		176,432	54
55	Iowa Central Ry. Co.	35,500				35,460	70,960		187,500	55
56	Jacksonville & St. Louis Ry. Co.					1,475			9,500	56
57	Lake Erie & Western R. R. Co.	355,331				196,274	551,605		303,847	57
58	Lake Shore & Michigan Southern Ry. Co.	2,365,691				675,553	3,041,244		4,303,654	58
59	LaSalle & Bureau County R. R. Co.								6,502	59
60	Louisville, Evansville & St. L. Cons'ted R. R. Co.	550,042				27,307	577,349		356,331	60
61	Louisville & Nashville R. R. Co.	4,603,653				2,461,623	7,065,276		1,588,204	61
62	Michigan Central R. R. Co.	1,096,800				337,560	1,434,360		2,593,600	62
63	Joliet & Northern Indiana R. R. Co.	1,000				56,000	1,566,000		1,051,721	63
64	Terminal R. R. Co.								32,000	64
65	Mobile & Ohio R. R. Co.	806,045				241,808	1,047,853		35,356	65
66	St. Louis & Cairo R. R. Co.	160,000							76,898	66
67	New York, Chi. & St. Louis R. R. Co., (The)	777,000				5,000	782,000		193,147	67
68	Chicago & State Line R. R. Co., (The)								100	68
69	Omaha, Kansas City & Eastern R. R. Co.	40,800				91,907	132,707		147,673	69
70	Pawnee R. R. Co.	2,160				761	2,921		2,386	70
71	Pennsylvania Co.								447,252	71
72	Calmnet River Ry. Co.					3,435			3,435	72
73	Pittsburg, Ft. Wayne & Chicago Ry. Co.	868,700							2,356,867	73
74	South Chicago & Southern R. R. Co.								6,728	74
75	Pitts., Chinn., Chi. & St. L. Ry. Co., (The)	2,450,856				8,085	2,458,941		1,719,585	75
76	Englewood Connecting Ry. Co.								14,511	76
77	Peoria & Pekin Union Ry. Co.	157,155				40,000	197,155		109,021	77
78	Peoria, Decatur & Evansville Ry. Co.	203,820				864	204,684		300,994	78
79	Chicago & Ohio River R. R. Co., (1)					30,140			8,996	79
80	Quincy, Carrollton & St. Louis Ry. Co., (1)					1			1,950	80
81	Rock Island & Peoria Ry. Co.	42,000				39,302	81,302		175,355	81
82	St. Clair, Madison & St. L. Belt R. R. Co.	30,000				6,727	36,727		21,753	82
83	St. Louis, Belleville & Southern Ry. Co.	25,000				2,008	27,008		34,271	83
84	St. Louis, Chi. & St. Paul R. R. Co. of Ill.	54,667				4,073	58,740		100,911	84
85	St. Louis, Indianapolis & Eastern R.R. Co.	50,780				2,102	52,882		38,637	85
86	St. L. Merchants' Bridge Terminal Ry. Co.	175,000				13,519	188,519		23,891	86
87	St. Louis Merchants' Bridge Co.									87
88	St. Louis, Peoria & Northern Ry. Co.	61,440				23,996	85,436		56,357	88
89	Terminal Railroad Ass'n of St. Louis.	540,000				38,070	578,070		1,381,603	89
90	St. Louis Bridge Co.	350,000							352,500	90
91	Terre Haute & Indianapolis R. R. Co.					4,176			239,400	91
92	East St. Louis & Carondelet Ry. Co.									92
93	St. L., Vandalia & Terre Haute R. R. Co.	175,840				7,067	182,907		24,386	93
94	Terre Haute & Peoria R. R. Co.	111,500								94
95	Toledo, Peoria & Western Ry. Co.	195,800				23,800	219,600		351	95
96	Toledo, St. Louis & Kansas City R. R. Co.					28,262	224,062		108,855	96
97	Tolpca & Eastern R. R. Co.	4,520				540,000	544,520		6,158	97
98	Wabash R. R. Co., (The)	2,600,195				703,032	3,303,227		147,937	98
99										99

Table III—Income Account—Whole Line—Concluded.

	10	11	12	13	14	15	16	17
NAME OF COMPANY.	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.					Total fixed charges. Cols. 10+1, + 12+13+14.	Net income. Cols. 9-15.	Net deficit. Cols. 15-9.
	Interest on funded debt accrued.	Interest on interest bearing cur- rent liabili- ties accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- lan- eous.			
<sup>99</sup> Wabash, Chester & Western R. R. Co., (The)	34,500	.....	.....	5,411	.....	39,911	.....	27,888
<sup>100</sup> Waukegan & Mississippi Valley Ry. Co.	.....	.....	12,000	.....	.....	12,307	12,453	.....
<sup>101</sup> Wisconsin Central Company	67,755	95,269	303,720	87,890	79,148	633,782	444,217	101
<sup>102</sup> Chicago & Wisconsin R. R. Co.	.....	.....	.....	.....	.....	.....	.....	102
Total	\$67,256,511	\$2,827,846	\$16,158,774	\$15,172,547	\$7,710,641	\$109,166,319	\$57,726,821	\$2,543,661

(1) Taxes assessed against C. &amp; W. I. R. R. Co. paid by tenant companies.



TABLE III—*Income Account*—

NAME OF COMPANY.	18	19	20	21	22	23
	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1899.
	DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
1 Atch., Top. & S. F. Ry. Co. (The)...	\$1,141,657	1			\$1,141,657	\$5,056,180
2 Baltimore & Ohio R. R. Co. ....						924,729
3 Baltimore & Ohio S.-W. Ry. Co. ....						702,921
4 Belt Ry. Co. of Chicago (The) ....			\$72,000	6	72,000	139,734
5 Centralia & Chester R. R. Co. ....						
6 Chicago & Alton R. R. Co. (The) ..	182,674	5 <sup>1</sup> / <sub>4</sub>	984,433	5 <sup>1</sup> / <sub>4</sub>	1,167,107	501,406
7 Joliet & Chicago R. R. Co. (The)...			105,000	7	105,000	
8 Chicago & Eastern Illinois R.R. Co	349,842	6	216,923	3 <sup>1</sup> / <sub>2</sub>	666,765	100,598
9 Evansv., T. H. & Chi. R. R. Co. ....						
10 Chicago & Erie R. R. Co. ....						
11 Chi. & Grand Trunk Ry. Co. (The)						
12 Grand Trunk Junction Ry. Co. ....						
13 Chicago & Illinois South'n R. R. Co.						
14 Chicago & Northwestern Ry. Co. ....	1,567,650	7	1,955,620	5	3,523,270	3,995,107
15 Chi. & Western Indiana R. R. Co. ....			300,000	6	300,000	
16 Chi., Burlington & Quincy R. R. Co.			5,238,371	6	5,238,371	1,613,839
17 Chicago & Iowa R. R. Co. ....						
18 Chi., Burlington & N'th'n R.R.Co						
19 Galesburg & Rio R. R. Co. ....						
20 Illinois Valley & North'n R.R. Co						
21 Quincy, Alton & St. L. R. R. Co. ....						
22 St. L., Rock Isl. & Chi. R. R. Co. ....						
23 Chicago Great Western Ry. Co. ....	454,896	4			952,898	
24 Chicago Junction Ry. Co. ....						153,079
25 Chi., Lake Shore & Eastern Ry. Co.						556,619
26 Chi., Milwaukee & St. Paul Ry. Co.	2,278,931	7	2,318,980	5	4,597,911	2,977,176
27 Chi., Peoria & St. L. R.R. Co. of Ill						
28 Chi., Rock Island & Pacific Ry. Co.			1,998,710	4	2,667,904	1,145,931
29 Peoria & Bureau Valley R. R. Co			120,000	8	120,000	2,760
30 Chicago Term. Transfer R. R. Co. ....						106,960
31 Chicago Union Transfer Ry. Co. ....						
32 C., C., C. & St. L. Ry. Co. (The)....	500,000	5			525,731	723,691
33 Kankakee & Seneca Ry. Co. ....						
34 Peoria & Eastern Ry. Co. (The)....						9,135
35 DePue, Ladd & Eastern R. R. Co. ....						
36 East St. Louis Connecting Ry. Co. ....						39,903
37 Elgin, Joliet & Eastern Ry. Co. ....			240,000	4	240,000	69,498
38 Fulton Co. Narrow Gauge Ry. Co. ....						
39 Galesburg & Great East'n R. R. Co						
40 Illinois Central R. R. Co. ....			2,812,500	5	2,812,500	117,658
41 Blue Island R. R. Co. ....						
42 Chi., Havana & Western R. R. Co						
43 Chi., Madison & North'n R. R. Co						
44 Chicago & Springfield R. R. Co. ....						
45 Chicago & Texas R. R. Co. ....						
46 Kankakee & S'thwest'n R. R. Co						
47 Mound City Ry. Co. ....						
48 Rantoul R. R. Co. ....						
49 South Chicago R. R. Co. ....						
50 St. L., Alton & Terre H'te R.R.Co			1,802	2 <sup>1</sup> / <sub>4</sub>	1,802	
51 Illinois Terminal R. R. Co. ....						2,391
52 Indiana, Decatur & West'n Ry. Co.	27,360	3			27,360	26,527
53 Chi. & Ohio River R. R. Co. (2)....						
54 Ind., Illinois & Iowa R. R. Co. (The)						176,432
55 Iowa Central Ry. Co. ....	85,005	1 <sup>1</sup> / <sub>2</sub>			85,019	102,451
56 Jacksonville & St. Louis Ry. Co. ....						
57 Lake Erie & Western R. R. Co. ....	148,000	1 <sup>1</sup> / <sub>4</sub>			148,000	
58 Lake Shore & Mich. South'n Ry.Co	53,350	10	3,462,655	7	3,516,005	787,649
59 LaSalle & Bureau County R. R. Co			3,000	6	3,000	3,502

(1) Chicago & Ohio River R. R. Co.—Report for seven months ending January 31, 1899.

(2) Chicago & Ohio River R. R. Co. (operated by I., D. & W. Ry. Co.)—Report for five months ending June 30, 1899.

# RAILROADS.

## Whole Line—Continued.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1899.	Surplus on June 30, 1899.	Deficit on June 30, 1899.	Additions for year.	Deductions for year.	Surplus on June 30, 1899.	Deficit on June 30, 1899.	
	\$3,942,646			\$4,584,234	\$4,414,492		1
	2,020,251			2,020,251	924,729		2
		\$327,425		31,812	343,694		3
	170,183				309,917		4
\$59,808	2,948,015	69,032		271,097	3,078,324	\$128,840	5
							6
	1,368,050				1,468,648		7
	70,747				70,747		8
281,905			\$281,905				9
248,109		435,176	248,109			435,176	10
							11
							12
	6,377,326			5,000,000	5,372,433		13
3,001	693,588				690,587		14
	12,252,236				13,866,075		15
							16
							17
							18
							19
							20
							21
							22
6,228	6,228						23
	135,397				288,476		24
		574,650	369,609		351,578		25
	9,802,695				12,779,871		26
113,204		40,531		193,309		347,044	27
	1,154,530				2,300,461		28
	67,715				70,47		29
	101,000				208,560		30
							31
	305,752				1,029,443		32
21,233		601,634				622,867	33
		1,361,944	882,000			470,809	34
							35
	28,961				4,337		36
	103,647		66		64,527		37
31,227		560,791			173,211		38
600		4,400				592,018	39
	3,772,625			23,696	3,866,587		40
9,508		53,914				63,422	41
99,410		1,006,837				1,106,247	42
							43
							44
43,704		138,606				182,400	45
							46
							47
52,396		490,775				543,171	48
21,341		122,352				143,698	49
	179,937			5	179,932		50
					2,591		51
	12,350				38,877		52
10,855			1,565	583,876	380,067	10,855	53
	783,946			487,216	254,947		54
	639,682				1,602		55
9,500	11,102				594,021		56
451,847	1,045,868			761,690	7,623,659		57
	7,597,700						58
	7,421				10,923		59

TABLE III—*Income Account*—

	18	19	20	21	22	23
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1899.
	DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
60 Louisv., Ev. & St. L. Cons. R. R. Co						
61 Louisville & Nashville R. R. Co			\$1,845,000	3½	\$1,818,000	\$40,204
62 Michigan Central R. R. Co			749,520	4	1,049,643	2,078
63 Joliet & North'n Indiana R. R. Co			24,000	8	24,000	8,000
64 Terminal R. R. Co						
65 Mobile & Ohio R. R. Co						35,356
66 St. Louis & Cairo R. R. Co			48,750	3½	48,750	28,148
67 N. Y., Chi. & St. L. R. R. Co. (The)						193,147
68 C. & State Line R. R. Co. (The)						100
69 Omaha, K. C. & Eastern R. R. Co.						2,386
70 Pawnee R. R. Co.						447,252
71 Pennsylvania Co.						
72 Calumet River Ry. Co.						212,126
73 Pittsb., Ft. Wayne & Chi. Ry. Co.	\$1,354,741	7	1,380,000	7	2,744,741	6,728
74 South Chi. & Southern R. R. Co.						1,379,337
75 Pittsb., Cin., C. & St. L. Ry. Co. (The)	340,248	1½			340,248	14,811
76 Englewood Connecting Ry. Co.			60,000	6	60,000	49,027
77 Peoria and Pekin Union Ry. Co.						
78 Peo., Decatur & Evansv. Ry. Co.						8,906
79 Chi. & Ohio River R. R. Co. (1)						1,950
80 Quincy, Carlt'n & St. L. Ry. Co. (1)			75,000	5	75,000	100,355
81 Rock Island & Peoria Ry. Co.						
82 St. Clair, Mad. & St. L. Belt R. R. Co.						
83 St. Louis, Belleville & So. Ry. Co.						
84 St. L., Chi. & St. Paul Ry. Co. of Ill						
85 St. L., Indianap. & East'n R. R. Co.						
86 St. L. Merch. Bridge Term. Ry. Co.						
87 St. Louis Merchants' Bridge Co.						
88 St. Louis, Peoria & North'n Ry. Co.						56,357
89 Terminal Railroad Asso. of St. L.						290,380
90 St. Louis Bridge Co.	90,000	3	149,400	6	239,400	
91 Terre Haute & Indianap. R. R. Co.						
92 East St. L. & Carondelet Ry. Co.			12,600	3	12,600	11,786
93 St. L., Vandalia & T. H. R. R. Co.	216,258	14			216,258	
94 Terre Haute & Peoria R. R. Co.						
95 Toledo, Peoria & Western Ry. Co.						351
96 Toledo, St. Louis & K. C. R. R. Co.						
97 Toluca & Eastern R. R. Co.						
98 Wabash R. R. Co. (The)						147,937
99 Wab., Chester & W. R. R. Co. (The)						
100 Waukegan & Miss. Valley Ry. Co.						12,433
101 Wisconsin Central Company						444,217
102 Chicago & Wisconsin R. R. Co.						
Totals	\$8,800,612		\$24,177,264		\$34,570,940	\$23,529,368

(1) Quincy, Carrollton & St. Louis Ry.—Report for six months ending June 30, 1899.

(1) Chicago & Ohio River R. R. Co., report for seven months ending January 31, 1899.

(2) Chicago & Ohio River R. R. Co., operated by I. D. & W. Ry. Co., report for five months ending June 30, 1899.

Whole Line—Concluded.

24	25	26	27	28	29	30	
Deficit from opera- tions of year ending June 30, 1899.	Surplus on June 30, 1898.	Deficit on June 30, 1898.	Addi- tions for year.	Deductions for year.	Surplus on June 30, 1899.	Deficit on June 30, 1899.	
356,331	2,846,360	2,076,266	1,093,219	41,115	3,715,041	2,473,712	60
.....	7,261,224	.....	.....	264,742	7,263,302	.....	61
.....	66,865	.....	.....	.....	74,865	.....	62
.....	.....	.....	.....	.....	.....	.....	63
.....	49,618	.....	3,911	4,450	84,435	.....	64
.....	70,234	.....	.....	151	98,231	.....	65
.....	71,743	.....	.....	.....	264,890	.....	66
.....	380	.....	.....	.....	480	.....	67
87,247	.....	60,382	48,538	56,255	.....	155,346	68
.....	.....	5,166	.....	.....	.....	2,780	69
.....	.....	.....	.....	.....	447,252	.....	70
903	.....	46,400	.....	.....	.....	47,303	71
.....	10,486,394	.....	.....	.....	10,698,520	.....	72
.....	.....	52,685	.....	.....	.....	45,957	73
.....	1,893,525	.....	.....	256,368	2,986,494	.....	74
.....	14,811	.....	.....	.....	29,622	.....	75
.....	168,359	.....	.....	.....	217,386	.....	76
300,994	.....	867,007	.....	.....	.....	1,168,001	77
.....	.....	129,294	.....	.....	.....	120,298	78
.....	1,298,131	.....	.....	.....	1,950	.....	79
.....	.....	.....	.....	.....	1,398,486	.....	80
21,753	.....	44,199	.....	.....	.....	65,952	81
34,271	.....	258,395	.....	.....	.....	292,666	82
100,911	.....	56,343	.....	5,596	.....	162,849	83
38,637	.....	54,146	.....	.....	.....	92,783	84
23,831	.....	1,090,673	.....	.....	.....	1,104,504	85
.....	.....	47,560	.....	.....	.....	.....	86
.....	516,370	.....	.....	.....	8,797	.....	87
.....	.....	.....	.....	.....	806,750	.....	88
12,155	.....	.....	.....	.....	.....	12,155	89
.....	86,061	.....	.....	.....	97,847	.....	90
307,310	616,515	.....	.....	.....	309,205	.....	91
25,938	.....	101,078	.....	.....	.....	127,016	92
.....	.....	244,916	.....	.....	.....	244,565	93
108,855	.....	1,620,592	.....	188,441	.....	1,917,888	94
6,158	.....	3,382	.....	.....	.....	9,540	95
.....	.....	517,190	696,450	104,716	222,481	.....	96
27,888	.....	78,214	.....	.....	.....	106,102	97
.....	7,673	.....	.....	.....	20,106	.....	98
.....	.....	1,159,257	48,624	.....	.....	666,416	99
.....	.....	.....	.....	.....	.....	.....	100
.....	.....	.....	.....	.....	.....	.....	101
.....	.....	.....	.....	.....	.....	.....	102
\$2,917,148	\$80,926,461	\$14,291,212	\$3,673,996	\$14,883,456	\$89,505,384	\$13,467,375	

TABLE IV.—*Earnings and Income in Illinois*

1	2	3	4	5	6	7	8
EARNINGS ARISING FROM PASSENGER SERVICE.							
NAME OF COMPANY.	Passenger Revenue.	Revenue per passenger per mile, Cents.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile, Dollars and Cents.	Proportion to total earnings, 100% Col. 6÷Col. 16.
1 Arch., Top. & Santa Fé R'y Co	\$310,739	.....	\$64,722	\$56,621	\$470,198	0.56736	27.0
2 Baltimore & Ohio R. R. Co...	33,020	1.355	7,229	4,578	46,222	0.73161	35.4
3 Balt. & O. Southw'n R'y Co...	684,215	1.711	163,854	59,499	825,291	0.83488	33.7
4 Belt R'y Co. of Chicago (The)	.....	.....	.....	.....	.....	.....	.....
5 Centralia & Chester R. R. Co.	27,207	2.281	4,144	1,821	33,556	.24842	37.3
6 Chi. & Alton R. R. Co. (The).	1,715,363	2.053	172,831	160,890	2,049,084	1.10938	37.9
7 Joliet & Chi. R. R. Co. (The)	.....	.....	.....	.....	.....	.....	.....
8 Chi. & Eastern Ill. R. R. Co...	556,756	1.555	46,947	43,200	661,661	0.84288	21.1
9 Evan., T. H. & Chi. R'y Co...	.....	.....	.....	.....	.....	.....	.....
10 Chicago & Erie R. R. Co.....	34,537	1.577	4,812	5,726	47,366	.78653	21.1
11 Chi. & Grand Trunk R. R. Co.	123,410	0.956	9,841	4,400	150,204	0.90616	33.7
12 Grand Trunk Junction Ry Co	.....	.....	.....	.....	.....	.....	.....
13 Chi. & Ill. Southern R. R. Co.	.....	.....	.....	.....	.....	.....	.....
14 Chi. & Northwestern R'y Co...	958,054	1.951	105,063	66,792	1,151,679	0.92087	25.3
15 Chi. & West'n Ind. R. R. Co...	.....	.....	.....	.....	.....	.....	.....
16 Chi., Bur. & Quincy R. R. Co.	1,960,555	1.946	438,765	209,669	2,677,980	1.04775	29.4
17 Chicago & Iowa R. R. Co....	.....	.....	.....	.....	.....	.....	.....
18 Chi., Bur. & N'th'n R.R. Co.	.....	.....	.....	.....	.....	.....	.....
19 Galesburg & Rio R. R. Co...	.....	.....	.....	.....	.....	.....	.....
20 Ill. Valley & N'th'n R. R. Co	.....	.....	.....	.....	.....	.....	.....
21 Q., Alt. & St. L. R. R. Co...	.....	.....	.....	.....	.....	.....	.....
22 St. L. R. I. & Chi. R. R. Co...	.....	.....	.....	.....	.....	.....	.....
23 Chi. Great Western R'y Co...	190,783	.....	20,936	16,229	306,313	0.57779	25.7
24 Chicago Junction R'y Co.....	.....	.....	.....	.....	.....	.....	.....
25 Chi., L. S. & Eastern R'y Co...	.....	.....	.....	.....	.....	.....	.....
26 Chi., Mil. & St. Paul R'y Co...	957,373	2.337	125,487	87,523	1,370,520	.97936	23.7
27 C., P. & St. L. R. R. Co. of Ill.	119,996	1.879	12,584	8,984	143,833	.59321	17.4
28 Chi., Rock Island & Pac. Ry Co	1,248,226	1.748	97,108	101,310	1,489,972	1.04710	25.7
29 Peo. & Bureau Val. R'y Co...	.....	.....	.....	.....	.....	.....	.....
30 Chi. Term. Transfer R. R. Co	47,021	.....	.....	.....	49,607	.....	04.4
31 Chi. Union Transfer R'y Co...	.....	.....	.....	.....	.....	.....	.....
32 Clev., Cin., Chi. & St. L. R'y Co.	1,112,624	1.841	157,448	87,062	1,357,134	1.09424	35.2
33 Kankakee & Seneca R'y Co...	9,717	2.683	1,832	2,400	13,919	1.05403	14.4
34 Peo. & East'n R'y Co. (The)	186,227	2.224	24,265	15,330	225,822	.85562	31.5
35 DePue, Ladd & East. R. Co...	.....	.....	.....	.....	.....	.....	.....
36 E. St. L. Connecting R'y Co...	.....	.....	.....	.....	.....	.....	.....
37 Elgin, Joliet & East'n R'y Co...	14,026	2.861	987	6,000	21,013	2.91043	1.4
38 Fulton Co. Narrow Gauge...	15,051	1.941	3,767	3,500	22,622	.58423	44.3
39 Galesb'g & G. East'n R.R. Co.	.....	.....	.....	.....	.....	.....	.....
40 Illinois Central R. R. Co.....	3,078,369	1.864	314,976	256,919	3,856,561	.77804	26.1
41 Blue Island R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
42 Chi., Hav. & West'n R.R. Co.	.....	.....	.....	.....	.....	.....	.....
43 Chi., Mad. & N. R. R. Co....	.....	.....	.....	.....	.....	.....	.....
44 Chi. & Springfield R. R. Co...	.....	.....	.....	.....	.....	.....	.....
45 Chicago & Texas R. R. Co...	.....	.....	.....	.....	.....	.....	.....
46 Kank. & S'thw'n R. R. Co...	.....	.....	.....	.....	.....	.....	.....
47 Mound City R'y Co.....	.....	.....	.....	.....	.....	.....	.....
48 Rantoul R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
49 South Chicago R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
50 St. L., Alt. & T. H. R.R. Co.	.....	.....	.....	.....	.....	.....	.....
51 Ill. Terminal R. R. Co.....	.....	.....	.....	.....	.....	.....	.....
52 Ind., Dec. & Western R'y Co...	72,776	1.803	10,099	3,675	87,681	.57186	35.5
53 Chi. & Ohio R. R. R. Co. (2)...	4,504	2.673	1,658	200	6,506	.56042	35.6

## RAILROADS.

for the year ending June 30, 1899.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight Revenue.	Revenue per ton per mile. Cents.....	Total freight earnings, including stock y'ds, elevators and miscellaneous	Freight earnings per train mile. Dollars and Cents.....	Proportion to total earnings, 100×Col. 11÷Col. 16.....	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 21.....	
\$1,228,035	.....	\$1,232,443	1.16382	72.0	\$1,163	\$28,308	\$1,732,012	0.91752	90.2	1
84,371	0.171	84,530	1.17061	64.6	.....	.....	130,752	0.98384	100.0	2
1,740,186	0.518	1,740,186	1.31163	63.3	30,511	53,322	2,749,310	1.12910	100.0	3
.....	.....	.....	1.08022	.....	850,096	16,166	866,256	.....	100.0	4
54,663	1.424	54,663	.82584	62.7	.....	1,822	30,041	.44737	100.0	5
3,341,317	.795	3,341,317	1.65424	61.8	.....	12,899	5,403,300	1.39732	95.8	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
2,328,781	0.485	2,342,988	2.09013	75.8	.....	84,986	3,089,638	1.62115	96.9	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
176,167	.374	176,295	1.21828	78.4	577	581	224,819	1.09705	89.0	10
294,600	0.679	294,600	2.13639	66.0	.....	1,604	446,408	1.47012	81.5	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
3,393,198	0.878	3,397,372	1.86701	74.5	.....	12,334	4,561,385	1.48563	96.6	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
5,983,601	.765	5,996,453	1.45751	66.0	165,383	230,798	9,070,564	1.36006	96.7	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
881,121	.....	881,121	1.14169	73.9	.....	4,331	1,191,765	.91549	99.8	22
358,231	1.033	358,231	3.47300	24.9	423,644	656,077	1,437,952	13.67704	99.3	23
1,425,701	.....	1,425,701	6.95947	67.5	653,782	31,833	2,111,316	10.30509	100.0	24
4,398,757	.937	4,398,757	2.33365	75.9	.....	24,573	5,798,850	1.76410	99.1	25
666,055	.591	666,055	1.60055	80.6	772	14,973	825,633	1.25360	98.2	26
4,082,728	.934	4,082,728	3.07452	71.0	.....	191,004	5,754,704	2.09851	96.5	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
479,913	.....	520,609	.....	46.5	.....	548,588	1,118,804	.....	92.5	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
2,418,274	.541	2,418,274	1.05115	62.7	.....	82,537	3,857,945	1.42630	99.5	32
72,524	.449	72,521	1.15474	74.6	.....	11,135	97,608	.....	100.0	33
483,548	.618	483,548	1.80496	68.4	.....	811	716,181	1.33828	100.0	34
.....	.....	.....	.....	.....	248,975	183	249,158	.52463	100.0	35
1,466,780	.623	1,466,780	1.92947	98.5	6,805	23,984	1,518,582	1.99761	99.9	37
28,668	2.348	28,668	.74298	55.7	.....	202	51,492	.66312	100.0	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
9,596,488	.655	9,605,022	1.53344	64.9	9,920	1,309,435	11,780,938	1.31732	99.4	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
21,849	.....	21,849	.....	100.0	.....	.....	21,849	.....	100.0	51
158,584	1.227	158,584	1.67970	64.3	.....	414	246,679	.99573	100.0	52
23,736	2.913	23,736	1.06927	64.4	.....	.....	30,242	.99573	100.0	53

TABLE IV—*Earnings and income in Illinois*

	1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							
	Passenger Revenue.	Revenue per passenger per mile. Cents.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile. Dollars and Cents.	Proportion to total earnings, 100× Col. 6÷Col. 16.	
54 Ind., Ill. & Ia. R. R. Co. (The)	21,759	2.399	9,084	815	31,894	.56329	6.9	
55 Iowa Central R'y Co.....	58,406	2.330	8,312	3,298	71,129	.56363	13.3	
56 Jack. & St. Louis R. R. Co.,	57,512	2.069	7,221	3,000	69,171	.52735	38.1	
57 Lake Erie & West'n R. R. Co.	143,196	2.051	11,480	8,829	166,422	.89662	29.0	
58 L. S. & Mich. S. R'y Co.....	150,834	1.833	58,531	21,265	234,175	1.18789	51.9	
59 LaSalle & Bureau Co. R.R.Co								
60 L., E. & St. L. Con. R. R. Co..	152,741	2.023	22,433	18,035	193,209	.69496	28.6	
61 Louisv. & Nashv. R. R. Co....	308,590	2.224	47,016	27,254	391,596	1.19450	37.5	
62 Michigan Central R. R. Co....	137,900	2.204	5,106	5,903	148,910	.97018	29.8	
63 Joliet & N. Ind. R. R. Co....								
64 Terminal R. R. Co.....								
65 Mobile & Ohio R. R. Co. (The)	181,860	1.985	25,065	25,840	236,313	.79254	22.2	
66 St. L. & Cairo R. R. Co.....								
67 N. Y., C. & St. L. R. R. Co....	35,858	1.597	1,043	2,167	39,463	.93657	43.8	
68 Chi. & State Line R. R. Co....								
69 Oma., K. C. & Eastern R.R.Co	1,003	1.867	160	70	1,233	.45386	28.7	
70 Pawnee R. R. Co.....	2,511	2.854	416	303	3,269	.77293	25.3	
71 Pennsylvania Co.....	83,799	1.986	16,548	11,929	115,364	1.00739	21.4	
72 Calumet River R'y Co.....								
73 Pitts., Ft. W. & Chi. R'y Co..								
74 So. Chi. & South'u R. R. Co....								
75 P., Cin., C. & St. L. R'y Co....	90,547	2.023	17,178	11,863	122,717	1.09937	28.5	
76 Englew'd Con. R'y Co.....								
77 Peoria & Pekin Union R'y Co....	21,245			2,454	23,699		3.2	
78 Peo., Dec. & Evansv. R'y Co....	166,757	2.367	19,601	15,738	202,096	.65016	29.2	
79 Chi. & Ohio R. R. Co. (1)	8,187	2.685	2,332	280	10,799	.52509	22.3	
80 Q., Carrollton & St. L. R'y (1)	8,773	2.759	1,328	470	10,870	.36908	49.4	
81 Rock Island & Peoria R'y Co..	122,251	2.581	10,586	7,500	142,281	.80564	20.3	
82 St. Clair, Mad. & St. L. Belt..								
83 St. L., Bellev. & So. R'y Co....								
84 St. L., C. & St. P. R'y Co. of Ill.	68,951	1.694	7,888	6,618	83,457	.46717	21.7	
85 St. L., Ind'pls & E. R. R. Co....	15,277	2.890	2,340	887	18,504	.46397	25.0	
86 St. L. Mer. Br'ge Ter. R'y Co....	55,847		974	2,957	59,598		19.6	
87 St. L. & Mer. Bridge Co.....								
88 St. L., Peoria & N. R'y Co....	103,374		3,151	3,110	109,635		17.8	
89 Ter. R. R. Ass. of St. Louis....	166,370		25,000	29,944	221,314		23.8	
90 St. Louis Bridge Co.....								
91 Terre Haute & Ind. R. R. Co....	509,391	2.306	223,168	56,716	800,077	.94524	34.3	
92 E. St. L. & Caron. R'y Co....								
93 St. L., Van. & T. H. R.R.Co.								
94 Terre Haute & Peo. R.R.Co.								
95 Tol., Peo. & West'n R'y Co....	255,443	2.478	26,839	15,000	304,136	.88772	31.1	
96 Tol., St. L. & K. C. R. R. Co....	143,034	1.876	16,772	20,000	186,353	.58432	22.6	
97 Toluca & Eastern R. R. Co....	877	3.000		1	878	.71358	17.2	
98 Wabash R. R. Co. (The).....	1,331,701	1.897	182,265	107,904	1,659,989	.79416	34.6	
99 Wab., Chester. & W. R. R. Co..	21,936	2.568	5,668	1,875	30,084	.48509	39.8	
100 Wauk. & Miss. Val. R'y Co....								
101 Wisconsin Central Company..	150,704	1.576	8,542	13,669	218,435	1.04309	30.9	
102 Chi. & Wisconsin R. R. Co....								
Total .....	\$18,067,180	(A.)	\$2,570,219	\$1,628,325	\$23,062,797	(A.)	25.8	

(A) No footing because it was impossible to ascertain total train mileage in Illinois, many of the roads not keeping their train mileage by states.

for the year ending June 30, 1899.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.				OTHER EARNINGS.		SUMMARY OF EARNINGS.				
Freight Revenue.	Revenue per ton per mile. Cents.....	Total freight earnings including stock y'ds, elevators and miscellaneous	Freight earnings per train mile. Dollars and Cents .....	Proportion to total earnings, 100×Col. 11÷Col. 16.....	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 24.....	
417,846	.729	417,846	1,90770	90.8	.....	10,545	460,285	1.66980	100.0	54
460,513	.906	460,513	1.45307	86.6	.....	259	531,901	1.20631	99.9	55
99,148	1.943	104,615	1.34325	57.6	.....	7,781	181,567	.86854	100.0	56
388,278	.607	388,278	1.91231	67.7	5,853	13,415	573,968	1.46814	99.5	57
210,897	.568	213,458	3.86833	47.3	.....	3,500	451,133	1.84969	99.4	58
.....	.....	.....	.....	.....	18,844	.....	18,844	2.41000	100.0	59
432,200	.797	432,200	1.43585	63.9	17,400	33,057	675,866	1.16731	100.0	60
648,360	.729	648,360	1.32278	62.1	.....	4,055	1,044,011	1.27633	100.0	61
350,084	.748	350,084	1.04527	70.2	.....	.....	498,994	1.02170	97.8	62
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
827,583	.477	827,583	.82803	77.8	1,404	.....	1,065,300	.82095	100.0	64
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
50,554	.469	50,554	1.30778	56.1	.....	130	90,147	1.11579	99.8	66
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67
2,623	1.260	2,623	.89569	61.1	439	.....	4,295	.73268	100.0	68
9,479	8.155	9,479	7.4691	74.7	.....	.....	12,748	.75341	99.7	69
327,229	.534	333,357	1.63753	61.9	.....	90,138	538,859	1.69472	100.0	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
280,328	.545	280,850	1.50140	57.5	88,207	10,581	521,355	1.68207	99.9	74
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75
69,260	.....	69,260	.....	9.4	362,030	281,020	736,009	.....	100.0	76
470,429	.942	470,429	1.46428	68.0	.....	18,919	691,444	1.09585	98.2	77
37,133	3.197	37,133	1.29509	76.6	.....	562	48,494	.98488	100.0	78
11,119	2.606	11,141	.62500	50.6	.....	.....	22,011	.46557	100.0	79
551,899	1.262	551,899	2.16882	78.8	.....	6,034	700,204	1.62423	98.8	80
.....	.....	.....	.....	.....	.....	.....	8,269	.....	100.0	81
26,432	3.756	26,432	7.35652	70.9	1,355	9,500	37,287	10.37781	100.0	82
200,332	.696	200,332	1.17755	59.2	18,909	35,493	338,191	.96966	99.9	83
56,093	7.812	56,093	1.372.4	74.9	.....	26	74,623	.92399	100.0	84
178,890	.....	178,890	.....	58.9	44,908	19,983	303,379	.....	100.0	85
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	86
497,356	.....	540,834	.....	82.2	.....	.....	614,469	.....	97.0	87
511,731	.....	541,739	.....	54.5	134,745	27,063	924,861	.....	88.1	88
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	89
1,512,545	.717	1,512,545	1.67213	64.9	.....	18,381	2,331,003	1.33126	100.0	90
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	91
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	93
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94
590,238	1.120	590,238	1.39186	60.4	27,544	54,739	976,657	1.24080	100.0	95
638,405	.486	638,405	1.46683	77.4	.....	337	825,095	1.09407	100.0	96
4,015	1.680	4,015	1.08801	79.6	.....	218	5,111	1.03880	100.0	97
3,070,897	.553	3,138,002	1.32367	65.4	.....	.....	479,991	1.07642	98.7	98
44,246	1.819	44,246	.98729	58.5	1,054	258	75,642	.70804	100.0	99
.....	.....	.....	.....	.....	46,394	.....	46,394	.....	100.0	100
473,181	.886	480,866	2.38239	68.0	.....	8,023	707,324	1.71993	99.6	101
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
\$58,673,207	(A)	\$58,874,333	(A)	66.0	\$3,160,714	\$3,906,801	\$89,102,914	(A)	93.4	

## STEAM RAILROADS.

TABLE IV.—*Earnings and Income in Illinois—Continued.*

NAME OF COMPANY.	19	20	21	22	23	24	Total earnings and income Cols. 16+22
	INCOME FROM PROPERTY OWNED.						
	SOURCE OF INCOME.			Total income from property described Col. 19+20+21.....	Proportion to total income, 100×Col. 22÷Col. 24.....		
	Stocks	Bonds.	Miscellaneous.				
1 Atchison, T. & S. F. Ry. Co. (The)	\$3,293	\$4,430	\$178,767	\$186,490	9.7	\$1,918,502	1
2 Baltimore & Ohio R. R. Co.....						130,752	2
3 Baltimore & Ohio S.-W. Ry. Co....	900	200		1,100		2,750,410	3
4 Belt Ry. Co. of Chicago (The).....						866,256	4
5 Centralia & Chester R. R. Co.....						90,041	5
6 Chicago & Alton R. R. Co. (The)...	5,516	220,050	12,060	237,626	4.2	5,640,926	6
7 Joliet & Chicago R. R. Co. (The)			105,000	105,000	100.0	105,000	7
8 Chicago & Eastern Ill. R. R. Co....	74,400	9,645	13,393	97,438	3.1	3,187,076	8
9 Evansville, T. H. & Chi. Ry. Co....			8,460	8,460	100.0	8,460	9
10 Chicago & Erie R. R. Co.....	5,517		27	5,544	11.0	230,363	10
11 Chi. & Grand Trunk Ry. Co. (The)		320	99,971	100,291	18.5	546,699	11
12 Grand Trunk Junction Ry. Co....			193,600	193,600	100.0	193,600	12
13 Chicago & South'n Illinois R. R. Co.							13
14 Chicago & Northwestern Ry. Co....	145,956		14,935	160,891	3.4	4,722,276	14
15 Chi. & Western Indiana R. R. Co....			1,137,297	1,137,297	100.0	1,137,297	15
16 Chi. Burlington & Quincy R. R. Co.	111,824	141,144	55,031	307,999	3.3	9,378,563	16
17 Chicago & Iowa R. R. Co.....			181,297	181,297	100.0	181,297	17
18 Chi., Burlington & N. R. R. Co....			234,756	234,756	100.0	234,756	18
19 Galesburg & Rio R. R. Co.....			16,764	16,764	100.0	16,764	19
20 Illinois V. & Northern R. R. Co....			83,324	83,324	100.0	83,324	20
21 Quincy, Alton & St. L. R. R. Co....			42,000	42,000	100.0	42,000	21
22 St. L., R. Island & Chi. R. R. Co....			233,780	233,780	100.0	233,780	22
23 Chicago Great Western Ry. Co....	2,513			2,513	0.3	1,194,278	23
24 Chicago Junction Ry. Co.....			8,442	8,442	.7	1,446,394	24
25 Chi., Lake Shore & East'n Ry. Co....						2,111,316	25
26 Chi., Mil. & St. Paul Ry. Co.....	141	1,510	4,419	6,070	.1	5,799,920	26
27 Chi., P. & St. L. R. R. Co. of Ill.	15,000			15,000	1.8	840,633	27
28 Chi., Rock Island & Pacific Ry. Co.	91,407	33,642	82,742	207,791	3.5	5,962,495	28
29 Peoria & Bureau Valley R. R. Co....			125,000	125,000	100.0	125,000	29
30 Chicago Term. Transfer R. R. Co....			89,399	89,399	7.5	1,208,203	30
31 Chicago Union Transfer Ry. Co....							31
32 Cleve., C. C. & St. L. Ry. Co. (The)	5,107		16,011	21,118	.5	3,878,063	32
33 Kankakee & Seneca Ry. Co.....						97,608	33
34 Peoria & Eastern Ry. Co. (The)...						716,181	34
35 DePue, Ladd & Eastern R. R. Co....							35
36 East St. Louis Connecting Ry. Co....			10	10		249,168	36
37 Elgin, Joliet & Eastern Ry. Co....			3,930	3,930	.1	1,522,152	37
38 Fulton County N. Gauge Ry. Co....						51,492	38
39 Galesburg & G. Eastern R. R. Co....							39
40 Illinois Central R. R. Co.....	3,540	58,923	33,420	95,883	.6	14,876,821	40
41 Blue Island R. R. Co.....			(1)4,508	(1)4,508	100.0	(1)4,508	41
42 Chi., Havana & West'n R. R. Co....			53,472	53,472	100.0	53,472	42
43 Chi., Madison & North'n R. R. Co....			343,500	343,500	100.0	343,500	43
44 Chicago & Springfield R. R. Co....							44
45 Chicago & Texas R. R. Co.....			21,206	21,206	100.0	21,206	45
46 Kankakee & Southw'n R. R. Co....							46
47 Mound City Ry. Co.....							47
48 Rantoul R. R. Co.....			7,978	7,978	100.0	7,978	48
49 South Chicago R. R. Co.....			(1)11,341	(1)11,341	100.0	(1)11,341	49
50 St. L., Alton & T. Haute R. R. Co....			67,322	67,322	100.0	67,322	50
51 Illinois Terminal R. R. Co.....						21,849	51
52 Ind., Decatur & Western Ry. Co....						246,679	52
53 Chicago & Ohio River R. R. Co. (2)						30,242	53
54 Indiana, Ill. & Iowa R. R. Co. (The)						460,285	54
55 Iowa Central Ry. Co.....			667	667	.1	532,568	55
56 Jacksonville & St. Louis Ry. Co....						181,567	56
57 Lake Erie & Western R. R. Co....	3,004			3,004	.5	576,972	57
58 Lake Shore & Mich. South'n Ry. Co.	2,857		64	2,921	.6	454,054	58
59 LaSalle & Bureau County R. R. Co....			14	11		18,858	59

Table IV.—Concluded.

		19	20	21	22	23	24		
		INCOME FROM PROPERTY OWNED.							
NAME OF COMPANY.		SOURCE OF INCOME.			Total income from property described Cols. 19+20+21.....	Proportion to total income, 100×Col. 22÷Col. 21.....	Total earnings and income Cols. 16+22		
		Stocks	Bonds.	Miscellaneous.					
60	Louis., E. & St. L. Cons. R. R. Co.						\$675,866	60	
61	Louisville & Nashville R. R. Co.						1,044,011	61	
62	Michigan Central R. R. Co.	\$11,771	\$90		\$11,861	2.2	516,855	62	
63	Joliet, North'n & Ind. R. R. Co.			57,356	57,356	100.0	57,356	63	
64	Terminal R. R. Co.							64	
65	Mobile & Ohio R. R. Co. (The)						1,065,300	65	
66	St. Louis & Cairo R. R. Co.			241,898	241,898	100.0	241,898	66	
67	New York, Chi. & St. L. R. R. Co.			244	244	.2	90,391	67	
68	Chicago & State Line R. R. Co.			500	500	100.0	500	68	
69	Omaha, K. C. & Eastern R. R. Co.						4,295	69	
70	Pawnee R. R. Co.			40	40	.3	12,788	70	
71	Pennsylvania Co.						538,859	71	
72	Calumet River Ry. Co.			2,532	2,532	100.0	2,532	72	
73	Pittsburg, Ft. W. & Chi. Ry. Co.			134,390	134,390	100.0	134,390	73	
74	South Chicago & South'n R. R. Co.			14,813	14,813	100.0	14,813	74	
75	P., C. C. & St. L. Ry. Co. (The)	430	199		635	.1	521,990	75	
76	Englewood Connecting Ry. Co.			14,811	14,811	100.0	14,811	76	
77	Peoria & Pekin Union Ry. Co.						736,009	77	
78	Peoria, D. & Evansville Ry. Co.	12,585			12,585	1.8	704,029	78	
79	Chi. & Ohio River R. R. Co. (1)						48,494	79	
80	Q., Carrollton & St. L. Ry. Co. (1)						22,011	80	
81	Rock Island & Peoria Ry. Co.			8,679	8,679	1.2	708,883	81	
82	St. Clair, M. & St. L. Belt R. R. Co.						8,269	82	
83	St. L., Belleville & South'n Ry. Co.						37,287	83	
84	St. L., Chi. & St. P. Ry. Co. of Ill.			60	60	.1	338,251	84	
85	St. L., Indianapolis & E. R. R. Co.						74,623	85	
86	St. Louis Mer. Bridge Term. Ry. Co.						303,379	86	
87	St. Louis Merchants' Bridge Co.							87	
88	St. Louis, P. & Northern Ry. Co.			18,759	18,759	3.0	633,228	88	
89	Terminal R. R. Ass'n of St. Louis	20,160		105,380	125,540	11.9	1,050,401	89	
90	St. Louis Bridge Co.			412,389	412,389	100.0	412,389	90	
91	T. Haute & Indianapolis R. R. Co.						2,331,003	91	
92	East St. L. & Carondelet Ry. Co.			50,595	50,595	100.0	50,595	92	
93	St. L., Vandalia & T. H. R. R. Co.			534,378	534,378	100.0	534,378	93	
94	Terre Haute & Peoria R. R. Co.			130,976	130,976	100.0	130,976	94	
95	Toledo, Peoria & Western Ry. Co.						976,657	95	
96	Toledo, St. L. & K. C. R. R. Co.						825,095	96	
97	Toluca & Eastern R. R. Co.						5,111	97	
98	Wabash R. R. Co. (The)	51,362		7,315	61,677	1.3	4,859,668	98	
99	Wabash, C. & W. R. R. Co. (The)						75,642	99	
100	Waukegan & Miss. Valley Ry. Co.						46,394	100	
101	Wisconsin Central Company		3,009	75	3,084	.4	710,408	101	
102	Chicago & Wisconsin R. R. Co.							102	
Totals		\$570,289	\$473,162	\$5,219,097	\$6,262,548	6.6	\$95,365,462		

(1) Deficit.

(1) Chicago &amp; Ohio River R. R. Co. Report for seven months ending January 3, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (operated by I., D. &amp; W. Ry. Co.) Report for five months ending June 30, 1899.

(1) Quincy, Carrollton &amp; St. Louis Ry. Report for six months ending June 30, 1899.

## STEAM

TABLE V.—*Expen*

A.—OPERATING EXPENSES.				
1	2	3	4	5
EXPENSES ASSIGNED TO OPERATION.				
NAME OF COMPANY.	Mainte- nance of way and structure.	Mainte- nance of equip- ment.	Conduct- ing trans- portation.	General ex- penses.
1 Atchison, Topeka & Santa Fé Ry. Co., (The)...	\$272,374	\$195,344	\$729,097	\$41,673
2 Baltimore & Ohio R. R. Co.....	24,889	18,359	78,746	5,256
3 Baltimore & Ohio Southwestern Ry. Co.....	364,242	301,423	1,247,082	93,472
4 Belt Railway Co. of Chicago (The).....	52,892	66,808	278,251	44,242
5 Centralia & Chester R. R. Co.....	44,571	10,201	52,238	6,519
6 Chicago & Alton R. R. Co. (The).....	508,954	400,016	1,961,222	178,194
7 Joliet & Chicago R. R. Co. (The).....	.....	.....	.....	.....
8 Chicago & Eastern Illinois R. R. Co.....	257,315	315,686	957,965	86,589
9 Evansville, Terre Haute & Chicago Ry. Co..	.....	.....	.....	.....
10 Chicago & Erie R. R. Co.....	19,317	30,693	127,900	2,114
11 Chicago & Grand Trunk Ry. Co. (The).....	39,686	45,016	178,143	7,072
12 Grand Trunk Junction Ry. Co.....	.....	.....	.....	.....
13 Chicago & Illinois Southern R. R. Co.....	.....	.....	.....	.....
14 Chicago & Northwestern Ry. Co.....	553,955	602,621	1,598,054	90,518
15 Chicago & Western Indiana R. R. Co.....	.....	.....	.....	.....
16 Chicago, Burlington & Quincy R. R. Co.....	1,263,990	891,671	2,956,723	330,222
17 Chicago & Iowa R. R. Co.....	.....	.....	.....	.....
18 Chicago, Burlington & Northern R. R. Co....	.....	.....	.....	.....
19 Galesburg & Rio R. R. Co.....	.....	.....	.....	.....
20 Illinois Valley & Northern R. R. Co.....	.....	.....	.....	.....
21 Quincy, Alton & St. Louis R. R. Co.....	.....	.....	.....	.....
22 St. Louis, Rock Island & Chicago R. B. Co....	.....	.....	.....	.....
23 Chicago Great Western Ry. Co.....	138,205	107,984	665,172	58,356
24 Chicago Junction Ry. Co.....	130,283	60,638	491,789	48,480
25 Chicago, Lake Shore & Eastern Ry. Co.....	76,262	164,862	615,276	33,167
26 Chicago, Milwaukee & St. Paul Ry. Co.....	929,194	430,519	1,559,920	116,497
27 Chicago, Peoria & St. Louis R. R. Co. of Ill....	108,417	133,138	432,716	28,525
28 Chicago, Rock Island & Pacific Ry. Co.....	558,840	489,242	1,739,107	203,779
29 Peoria & Bureau Valley R. R. Co.....	.....	.....	.....	.....
30 Chicago Terminal Transfer R. R. Co.....	71,823	51,126	266,877	61,750
31 Chicago Union Transfer Ry. Co.....	.....	.....	.....	.....
32 Cleve., Cin., Chi. & St. L. Ry. Co. (The).....	505,604	485,382	1,572,179	119,854
33 Kankakee & Seneca Ry. Co.....	20,819	10,609	35,940	4,051
34 Peoria & Eastern Ry. Co. (The).....	154,835	107,876	250,503	9,585
35 De Pue, Ladd & Eastern R. R. Co.....	.....	.....	.....	.....
36 East St. Louis Connecting Ry. Co.....	14,566	13,135	121,365	18,490
37 Elgin, Joliet & Eastern Ry. Co.....	162,775	149,916	484,766	58,121
38 Fulton County Narrow Gauge Ry. Co.....	22,043	5,543	14,263	4,189
39 Galesburg Great Eastern R. R. Co.....	.....	.....	.....	.....
40 Illinois Central R. R. Co.....	2,088,677	1,653,063	5,033,653	347,690
41 Blue Island R. R. Co.....	.....	.....	.....	.....
42 Chicago, Havana & Western R. R. Co.....	.....	.....	.....	.....
43 Chicago, Madison & Northern R. R. Co.....	.....	.....	.....	.....
44 Chicago & Springfield R. R. Co.....	.....	.....	.....	.....
45 Chicago & Texas R. R. Co.....	.....	.....	.....	.....
46 Kankakee & Southwestern R. R. Co.....	.....	.....	.....	.....
47 Mound City Ry. Co.....	.....	.....	.....	.....
48 Rantoul R. R. Co.....	.....	.....	.....	.....
49 South Chicago R. R. Co.....	.....	.....	.....	.....
50 St. Louis, Alton & Terre Haute R. R. Co.....	.....	.....	.....	.....
51 Illinois Terminal R. R. Co.....	4,015	.....	11,947	496
52 Indianapolis, Decatur & Western Ry. Co.....	35,155	18,996	99,146	5,089
53 Chicago & Ohio River R. R. Co. (2).....	9,202	1,675	11,615	92
54 Indiana, Illinois & Iowa R. R. Co.....	36,521	29,832	171,297	26,691
55 Iowa Central Ry. Co.....	188,141	45,999	216,228	15,360

## RAILROADS.

*ditures in Illinois.*

B.—FIXED CHARGES AND SUMMARY OF FIXED CHARGES AND OPERATING EXPENSES.								
6	7	8	9	10	11	12	13	
SUMMARY.		EXPENDITURES ASSIGNABLE TO FIXED CHARGES,					SUMMARY.	
Total operating expenses. Cols. 2+3+4+5.	Proportion of operating expenses to operating income.	DESIGNATION.				Amount. Cols. 8+9+10+11	Total operating expenses and fixed charges.	
		Interest.	Rents.	Taxes.	Miscellaneous.			
\$1,238,488	71.51	\$332,040		\$115,143	\$4,741	\$451,924	\$1,690,412	1
126,750	96.93	14,401		19,796	8,217	42,414	169,164	2
2,006,219	73.00	340,543		118,080	4,400	463,023	2,469,242	3
442,163	51.04		152,859	59,500		212,359	654,522	4
113,529	126.00	23,890		3,840	8,590	36,320	149,849	5
3,048,386	56.42	361,202	105,000	242,952	4,723	713,877	3,762,263	6
1,647,558	53.33	849,292	150,027	139,028		1,138,347	2,785,905	7
		8,460				8,460	8,460	8
180,024	80.07	45,913	14,589	35,412		95,914	275,938	9
269,917	60.53	57,176	117,586	84,913	2,152	261,827	531,741	10
		193,600				193,600	193,600	11
2,845,148	62.37	809,699	2,490	138,111	48,726	999,026	3,844,174	12
5,472,606	60.33	645,730			194,568	840,298	840,298	13
		1,007,819	97,275	380,684	81,025	1,566,803	7,039,409	14
		160,000		21,297		181,297	181,297	15
		206,450		29,306		234,756	234,756	16
		14,628		2,136		16,764	16,764	17
		69,792		13,532		83,324	83,324	18
		42,000				42,000	42,000	19
		175,000		58,780		233,780	233,780	20
970,717	81.45	70,772		67,431		138,203	1,108,920	21
731,190	50.83	106,727	467,618	11,186		585,531	1,316,721	22
889,567	42.13	138,812		6,390	460,000	605,202	1,494,769	23
3,036,130	52.40	356,219		149,536		505,755	3,541,885	24
702,796	85.12	186,126		32,300	32,615	251,041	953,837	25
3,050,938	53.02		125,000	194,850		319,850	3,370,788	26
					2,240	2,240	2,240	27
451,606	40.37	572,200		77,436		649,636	1,101,242	28
2,683,019	69.55	708,664		124,369		833,033	3,516,052	29
71,439	73.19	39,000		8,402		47,402	118,841	30
522,799	73.00	157,621		27,321	1,254	186,196	708,995	31
167,556	67.25	12,285	25,150	3,273	1,002	41,710	269,266	32
855,578	56.34	300,892		48,681		349,573	1,205,151	33
46,038	89.41	33,938		2,666	77	36,681	82,719	34
				600		600	600	35
9,123,083	61.72	1,315,413	67,322	566,292	1,476,240	3,725,267	12,848,350	36
		5,000				5,000	5,000	37
		152,882				152,882	152,882	38
		343,500				343,500	343,500	39
		65,000				65,000	65,000	40
								41
								42
		60,374				60,374	60,374	43
		10,000				10,000	10,000	44
		65,520				65,520	65,520	45
19,458	89.06						19,458	46
158,396	64.21	45,600		17,834		63,434	221,830	47
22,584	74.67	14,513		4,000		18,513	41,097	48
264,341	57.43	51,638	4,332	17,806		73,776	338,117	49
465,728	87.55	58,760	15,177	16,668		90,605	556,333	50

Table V.—

		A.—OPERATING EXPENSES.			
	1	2	3	4	5
		EXPENSES ASSIGNABLE TO OPERATION.			
NAME OF COMPANY,	Maintenance of way and structure.	Maintenance of equipment.	Conducting transportation.	General expenses.	
56 Jacksonville & St. Louis Ry. Co .....	\$39,688	\$11,638	\$67,358	\$18,576	
57 Lake Erie & Western R. R. Co. ....	53,824	54,447	183,902	25,024	
58 Lake Shore & Michigan Southern .....	44,497	55,772	160,357	6,284	
59 LaSalle & Bureau County R. R. Co. ....		2,165	9,422		
60 Louisville, Evansville & St. L. Con. R. R. Co. ....	98,674	78,821	278,294	25,549	
61 Louisville & Nashville R. R. Co .....	171,037	152,461	425,079	30,151	
62 Michigan Central R. R. Co. ....	94,200	65,215	271,266	16,781	
63 Joliet & Northern Indiana R. R. Co .....					
64 Terminal R. R. Co. ....					
65 Mobile & Ohio R. R. Co. (The) .....	183,505	107,126	540,406	36,917	
66 St. Louis & Cairo R. R. Co. ....					
67 New York, Chicago & St. Louis R. R. Co (The) .....	9,963	7,183	52,364	1,572	
68 Chicago & State Line R. R. Co. (The) .....					
69 Omaha, Kansas City & Eastern R. R. Co. ....	831	231	1,657	173	
70 Pawnee R. R. Co. ....	2,465	157	3,915	163	
71 Pennsylvania Co. ....	193,342	208,729	573,710	5,201	
72 Calumet River Ry. Co. ....					
73 Pittsburg, Ft. Wayne & Chicago .....					
74 South Chicago & Southern R. R. Co. ....					
75 Pitt., Cin., Chi. & St. L. Ry. Co. (The) .....	101,062	71,377	444,547	6,560	
76 Englewood Connecting Ry. Co. ....					
77 Peoria & Pekin Union Ry. Co. ....	54,014	47,910	232,109	26,343	
78 Peoria, Decatur & Evansville Ry. Co. ....	245,289	79,736	268,534	32,909	
79 Chicago & Ohio River R. R. Co. (1) .....	13,136	2,422	15,414	3,651	
80 Quincy, Carrollton & St. Louis Ry. Co. (1) .....	5,236	2,253	11,240	1,332	
81 Rock Island & Peoria Ry. Co. ....	130,631	79,681	224,536	17,378	
82 St. Clair, Madison & St. Louis Belt R. R. Co. ....					
83 St. Louis, Belleville & Southern Ry. Co. ....	37,130	4,273	2,163	684	
84 St. Louis, Chicago & St. Paul Ry. Co. of Ill. ....	101,379	102,219	114,457	13,648	
85 St. Louis, Indianapolis & Eastern R. R. Co. ....	22,816	6,117	26,565	4,388	
86 St. Louis Merchants' Bridge Term. R. R. Co. ....	26,708	18,795	124,757	9,474	
87 St. Louis Merchants' Bridge Co. ....					
88 St. Louis, Peoria & Northern Ry. Co. ....	89,727	86,911	299,974	29,823	
89 Terminal Railroad Association of St. Louis ...	37,518	34,203	252,054	25,615	
90 St. Louis Bridge Co. ....					
91 Terre Haute & Indianapolis R. R. Co. ....	251,563	262,117	1,110,381	55,231	
92 East St. Louis & Carondelet Ry. Co. ....					
93 St. Louis, Vandalia & Terre Haute R. R. Co. ....					
94 Terre Haute & Peoria .....					
95 Toledo, Peoria & Western Ry. Co. ....	186,768	90,875	398,527	30,683	
96 Toledo, St. Louis & Kansas City R. R. Co. ....	124,739	96,256	365,217	24,605	
97 Topeka & Eastern R. R. Co. ....	1,830		3,437	1,000	
98 Wabash R. R. Co (The) .....	632,063	694,567	2,116,812	79,890	
99 Wabash, Chester & Western R. R. Co. (The) ..	22,784	6,640	27,775	6,421	
100 Waukegan & Mississippi Valley Ry. Co. ....	3,109	2,506	11,927	4,112	
101 Wisconsin Central Co. ....	77,678	57,753	349,642	32,696	
102 Chicago & Wisconsin R. R. Co. ....					
Total .....	\$11,735,571	\$9,330,959	\$33,051,001	\$2,618,437	

(1) Chicago &amp; Ohio River R. R. Co., report for seven months ending January 31, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (operated by I. D. &amp; W. Ry. Co.), report for five months ending June 30, 1899.

(1) Quincy, Carrollton &amp; St. Louis Ry., report for six months ending June 30, 1899.

Concluded.

B.—FIXED CHARGES AND SUMMARY OF FIXED CHARGES AND OPERATING EXPENSES.							
6	7	8	9	10	11	12	13
SUMMARY		EXPENDITURES ASSIGNABLE TO FIXED CHARGES.					SUMMARY.
Total operating expenses Cols. 2+3+4+5.	Proportion of operat- ing ex- penses to operat- ing in come.	DESIGNATION.				Amount. Cols. 8+9+10+11	Total operating expenses and fixed charges.
		Interest.	Rents.	Taxes.	Miscel- laneous.		
\$140,260	77.66	\$35,500	\$960	\$14,136	\$211	\$50,807	\$191,067
317,197	55.26	86,362	27,416	27,416	185,941	290,719	616,916
206,910	59.16	30,114	6,756	66,187		103,057	369,967
11,587	61.00			769		769	12,356
481,238	71.22	239,369		31,738	78,636	349,743	\$31,084
778,728	74.59	285,962		48,301		334,263	1,112,991
447,462	89.67	14,831	57,356	41,459		113,649	561,111
		36,733				36,733	36,733
							64
867,954	81.47		241,898	37,700		279,598	1,147,552
		160,000			5,000	165,000	165,000
71,082	78.85	27,195	175	24,467	3,861	55,698	126,780
					400	400	68
2,892	81.00		28,855	932		29,847	32,739
6,703	52.58	2,921			250	3,699	10,402
980,982	182.00		129,736	115,934		245,660	1,226,642
		3,435				3,435	3,435
		30,171			818	30,989	30,989
		8,085				8,085	8,085
623,516	83.61	63,684	14,811	102,906	113,525	294,926	918,472
							74
							76
360,376	48.96	157,155		40,000	69,451	266,606	626,982
626,528	90.61	271,110	30,140	37,588	735	339,573	966,101
34,023	70.16			5,251	223	5,474	39,497
20,061	91.13				1	1	20,062
452,226	61.58	42,000		39,302		81,302	533,528
5,970	72.19	4,607		2,114		6,721	12,691
44,550	119.48	25,000		2,008		27,008	71,558
361,703	106.95	58,740		18,718	1	77,459	439,162
59,886	80.20	31,729		5,285		37,014	96,900
179,734	59.24	87,500	60,000	11,752		159,252	338,986
							86
							87
497,435	79.97	61,440		23,996		85,436	582,871
349,890	37.78	270,000	296,950	48,691	21,000	636,641	986,031
		213,852			1,742	215,594	215,594
1,679,292	72.04		659,690	4,176		663,866	2,343,158
		7,067			19,142	26,209	26,209
		179,911		65,804	379,715	625,430	625,430
		111,560	23,800	21,614		156,914	156,914
706,853	72.37	234,082		45,391		269,453	976,306
610,877	74.00	216,000		37,498		253,498	864,375
6,267	122.60	4,520		482		5,002	11,269
3,523,332	73.43	866,732	234,351	232,385	18,480	1,351,948	4,875,280
63,620	84.10	31,500		5,411		39,911	103,531
21,651	46.67		12,000	307		12,307	33,961
517,769	73.20		234,073	18,080	17,207	269,360	787,129
							102
\$56,741,938	63.68	\$14,149,891	\$3,375,966	\$1,317,928	\$3,246,918	\$25,090,693	\$81,532,631

## STEAM RAILROADS.

CLVIII

TABLE VI—Passenger and Freight Traffic in Illinois, for the year ending June 30, 1899.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NAME OF COMPANY.	PASSENGER TRAFFIC.					FREIGHT TRAFFIC.								
	Number of passen- gers carried earning revenue .....	Number of passen- gers carried one mile .....	Average distance carried, in miles ..	Average amount received from each passenger. <i>Dollars and cents</i>	Passenger earn- ings per mile of road (including trackage rights) ..	Number of tons of freight carried earning revenue ..	Number of tons carried one mile..	Average distance haul of one ton, in miles .....	Average amount received for each ton of freight. <i>Dollars and cents</i>	Freight earnings per mile of road (including track- age rights) .....	Gross earnings from operation per mile of road .....	Expenses per mile of road (including track- age rights) .....	Net earnings per mile of road (including track- age rights) .....	Net loss per mile of road
1 A. T. & S. F. Ry. Co., (The) ..	136,296	2,384,772	17.50	24232	\$1,555	2,484,397	49,240,749	19.82	.03866	\$4,181	\$5,875	\$4,201	\$1,674	1
2 Baltimore & Ohio R. R. Co. ..	870,340	39,998,659	45.96	78615	1,800	1,774,014	336,170,980	189.49	.98993	3,292	5,062	4,346	716	2
3 Balt. & Ohio S.-W. Ry. Co. ..					2,464					4,634	7,321	5,343	1,978	3
4 Belt Ry. Co. of Chicago, (The) ..										40,650	40,450	29,749	19,901	4
5 Centralia & Chester R. R. Co. ..	62,837	1,192,831	18.98	43297	337	106,098	3,898,263	35.97	.51231	549	995	1,141		5
6 Chi. & Alton R. R. Co., (The) ..	1,793,968	83,541,387	46.57	95618	3,532	2,805,330	430,130,990	149.76	1.19106	5,760	9,314	5,255	4,059	6
7 Joliet & Chi. R. R. Co., (The) ..														7
8 Chi. & Eastern Ill. R. R. Co. ..	2,338,030	35,799,749	15.31	23813	1,914	3,544,585	490,255,576	135.50	.65700	5,716	7,537	4,019	3,518	8
9 E. T. H. & Chi. Ry. Co. ....														9
10 Chicago & Erie R. R. Co. ....	25,887	2,189,396	84.60	133417	2,375	219,343	47,100,740	214.74	.80316	8,819	11,247	9,006	2,241	10
11 Chi. & G. T. Ry. Co., (The) ..	709,774	12,913,680	18.91	17387	4,915	1,443,434	43,375,162	30.05	.20410	9,640	14,608	8,832	5,775	11
12 Grand Trunk June. Ry. Co. ....														12
13 Chi. & Ill. South'n R. R. Co. ....														13
14 Chicago & N. W. Ry. Co. ....	1,787,358	49,113,965	27.48	53002	1,939	2,517,044	386,564,305	154.00	1.34809	5,720	7,679	4,790	2,889	14
15 Chi. & West. Ind. R. R. Co. ....														15
16 Chi. Bur. & Quincy R. R. Co. ....	2,259,583	100,723,337	30.87	60147	1,856	4,542,020	762,046,036	172.18	1.31739	4,155	6,284	3,792	2,492	16
17 Chicago & Iowa R. R. Co. ....														17
18 Chi., Bur. & North. R. R. Co. ....														18
19 Galesburg & Rio R. R. Co. ....														19
20 Ill. Valley & North. R. R. Co. ....														20
21 Q.ncy, Alton & St. L. R. R. Co. ....														21
22 St. L., R. I. & C. R. R. Co. ....														22
23 Chicago Great West. Ry. Co. ....					1,721	464,358			1.89800	4,951	6,696	5,154	1,542	23
24 Chicago Junction Ry. Co. ....						1,443,264	34,604,037	24.02	.24930	5,743	23,051	11,721	11,330	24
25 Chi., Lake S. & East. Ry. Co. ....						4,153,737			.34277	3,777	5,582	2,956	2,626	25
26 Chi., Mil. & St. P. Ry. Co. ....	1,084,101	40,950,425	37.77	88293	4,043	1,945,526	377,374,240	163.97	1.81752	12,975	17,040	8,965	8,135	26
27 C., P. & St. L. R. R. Co. of Ill. ....	311,074	6,387,577	20.50	38575	510	1,245,210	112,766,286	30.56	.53889	2,364	2,930	2,494	436	27

28	Chi., R. I. & P. Ry. Co.	3, 271, 078	71, 413, 882	21. 83	381.59	6, 262	4, 162, 790	437, 200, 948	105. 03	980.78	17, 262	24, 332	12, 909	11, 432	25
29	Peoria & Bur. V. Ry. R. Co.														26
30	Chi. Term. Trans. R. R. Co.	806, 218			6, 620	2, 654						12, 735	5, 141	7, 594	27
31	Chi. Union Trans. Ry. Co.														28
32	Chi. C. & St. L. Ry. Co. (The)	1, 404, 976	60, 439, 408	43. 00	791.72	2, 817	2, 632, 303	446, 834, 575	169. 75	918.69	5, 919	7, 773	5, 406	2, 367	29
33	Kankakee & Seneca Ry. Co.	20, 601	362, 236	17. 60	471.69	331	610, 549	16, 141, 419	26. 44	118.79	1, 723	2, 320	1, 638	622	30
34	Peoria & E. Ry. Co. (The)	241, 630	8, 373, 679	34. 70	772.63	1, 713	535, 316	79, 213, 884	148. 03	914.50	3, 713	5, 431	3, 965	1, 467	31
35	DePue, Ladd & East. R. R. Co.														32
36	East. Louis. Con. Ry. Co.														33
37	Elgin, Joliet & East. Ry. Co.	27, 445	490, 190	17. 86	511.07	125	3, 972, 438	235, 436, 211	59. 28	369.24	8, 719	9, 027	5, 090	3, 941	34
38	Fulton Co. Narrow G. Ry. Co.	36, 612	774, 343	21. 15	411.09	374	40, 633	1, 220, 790	30. 00	704.51	2, 463	3, 868	3, 427	89	35
39	Galesburg & Gt. East. R. R. Co.														36
40	Illinois Central R. R. Co.	12, 220, 267	165, 173, 438	13. 52	251.95	2, 416	10, 006, 309	1, 466, 029, 210	146. 51	959.04	6, 018	9, 262	5, 716	3, 545	37
41	Blue Island R. R. Co.														38
42	Chi., Hav. & West. R. R. Co.														39
43	Chi., Mad. & North. R. R. Co.														40
44	Chi. & Springfield R. R. Co.														41
45	Chicago & Texas R. R. Co.														42
46	Kankakee & S. W. R. R. Co.														43
47	Mound City Ry. Co.														44
48	Rantoul R. R. Co.														45
49	South Chicago R. R. Co.														46
50	St. L., A. & T. H. R. R. Co.														47
51	Illinois Terminal R. R. Co.	110, 413	3, 843, 450	34. 81	659.12	1, 157	165, 939	12, 917, 778	77. 85	955.68	2, 093	17, 479	15, 567	1, 912	48
52	Ind. Decatur & West. Ry. Co.														49
53	Chi. & O. River R. R. Co. (2)	14, 085	168, 890	11. 96	318.59	76	19, 323	814, 746	42. 16	1, 228.36	276	3, 256	2, 091	1, 165	50
54	Ind., Ill. & Ia. R. R. Co. (The)	13, 853	2, 506, 111	22. 40	572.57	458	989, 727	57, 298, 441	57. 92	4, 221.8	3, 897	4, 293	2, 406	1, 898	51
55	Iowa Central Ry. Co.	110, 867	2, 506, 111	22. 40	414.81	595	138, 598	50, 818, 018	69. 00	6, 227.5	4, 938	5, 703	4, 994	710	52
56	Jacksonville & St. L. Ry. Co.	130, 167	2, 739, 970	21. 40	414.81	595	138, 598	50, 818, 018	69. 00	6, 227.5	4, 938	5, 703	4, 994	710	53
57	Lake Erie & West. R. R. Co.	245, 424	6, 983, 354	28. 45	589.46	1, 375	420, 963	63, 988, 000	152. 00	9, 225	3, 208	4, 712	2, 620	1, 251	54
58	Lake Shore & M. S. Ry. Co.	1, 226, 035	8, 227, 995	6. 71	123.03	16, 703	3, 231, 951	37, 098, 789	11. 27	164.06	15, 225	32, 178	16, 185	2, 121	55
59	LaSalle & Bur. Co. R. R. Co. (1)						117, 591					2, 970	1, 825	1, 151	56
60	L. & E. St. L. Con. R. R. Co.	199, 669	7, 549, 992	37. 93	767.26	1, 237	567, 370	54, 172, 711	95. 48	761.76	2, 768	4, 329	3, 083	1, 246	57
61	Louisville & Nash. R. R. Co.	292, 634	13, 873, 808	47. 50	1, 057.00	2, 117	1, 053, 597	89, 857, 563	81. 30	615.00	3, 594	5, 787	4, 316	1, 471	58
62	Michigan Central R. R. Co.	344, 786	6, 257, 680	18. 00	399.86	2, 514	2, 117, 713	46, 792, 895	22. 00	170.00	7, 555	8, 425	7, 555	870	59
63	Joliet & North. Ind. R. R. Co.														60
64	Terminal R. R. Co.														61
65	Mobile & Ohio R. R. Co. (The)	203, 640	9, 147, 317	44. 92	869.04	1, 471	1, 359, 536	173, 475, 935	127. 60	608.72	5, 153	6, 633	5, 404	1, 229	62
66	St. Louis & Cairo R. R. Co.														63
67	N. Y. C. & St. L. R. R. Co. (The)	121, 410	2, 245, 200	18. 50	295.95	2, 032	943, 030	10, 782, 865	11. 40	105.61	2, 680	4, 780	3, 769	1, 011	64
68	Chi. & St. L. R. R. Co. (The)														65
69	Omaha, K. C. & East. R. R. Co.	22, 281	58, 524	2. 41	645.02	501	86, 922	194, 904	2. 41	600.18	1, 089	1, 782	1, 199	589	66
70	Pawnee R. R. Co.	11, 900	88, 000	8. 00	228.25	363	13, 370	116, 220	6. 00	489.33	1, 053	1, 416	745	265	67
71	Pennsylvania Co.	265, 564	4, 220, 451	20. 53	407.66	3, 721	1, 128, 102	61, 281, 980	54. 32	290.07	10, 753	17, 853	31, 645		68
72	Columbian River. Ry. Co.														69
73	Pittsb., Ft. W. & C. Ry. Co.														70
74	South Chicago & S. R. R. Co.														71
75															72
76															73
77															74

Table VI--Continued.

CLX

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NAME OF COMPANY.	PASSENGER TRAFFIC.					FREIGHT TRAFFIC.					Gross earnings from operation per mile of road.	Expenses per mile of road (including track-age rights).....	Net earnings per mile of road (including track-age rights).....	Net loss per mile of road
	Number of passen- gers carried earning revenue .....	Number of passen- gers carried one mile.....	Average distance carried, in miles..	Average amount received from each passenger <i>Dollars and cents</i>	Passenger earn- ings per mile of road (including trackage rights)..	Number of tons of freight carried earning revenue..	Number of tons carried one mile..	Average distance haul of one ton, in miles .....	Average amount received for each ton of freight. <i>Dollars and cents</i>	Freight earnings per mile of road (including track- age rights).....				
75 P., C. C. & St. L. Ry. Co., (The)	112,575	4,475,130	31.39	63508	\$4,381	347,719	51,405,675	117.81	80619	9,883	\$17,181	\$20,552	\$20,707	\$2,368
76 Englewood Con. Ry. Co.														
77 Peoria & Pekin Union Ry. Co.														
78 Peoria, Decatur, & E. Ry. Co.	291,027	7,045,230	24.21	57296	1,305	218,890	49,352,873	76.79	31650	3,818	40,574	19,866	\$20,707	
79 C. M. & O. River R. Co. (1)	20,260	304,968	15.05	40109	937	506,029	1,161,414	26.71	91156	2,182	3,207	2,906		
80 Quincy Car. & St. L. Ry. Co.	24,395	317,843	13.00	33977	188	43,478	1,117,915	26.70	83406	435	569	347	170	
81 Rock Island & Peoria Ry. Co.	186,729	4,737,209	25.37	65466	1,296	731,361	43,736,529	59.80	7462	4,677	5,931	3,832	4,496	
82 St. C. M. & St. L. R. R. Co.														
83 St. Louis, Bell. & S. Ry. Co.														
84 St. J. C. & St. P. Ry. Co. of Ill.	160,208	4,069,199	25.40	43698	752	473,091	28,796,848	60.85	42345	1,805	3,047	3,259	212	
85 St. Louis, Mo., & E. R. R. Co.	353,238	528,570	15.00	44354	313	45,506	728,036	16.00	1,23265	1,062	1,882	1,109	273	
86 St. L. Mer. Bridge T. Ry. Co.														
87 St. Louis Mer. Bridge Co.														
88 St. Louis, Peoria & N. Ry. Co.														
89 Term. R. Ass. of St. Louis														
90 St. Louis Bridge Co.														
91 Terre Haute & Ind. R. R. Co.	557,745	22,090,439	39.00	91330	2,321	2,108,005	210,996,731	100.09	71712	4,398	6,763	4,872	1,891	
92 St. Louis & Car. Ry. Co.														
93 St. L. V. & F. R. R. Co.														
94 Terre Haute & P. R. R. Co.														
95 Toledo, Peoria & West. Ry. Co.	465,005	10,340,298	22.17	54931	1,228	790,127	52,713,696	66.72	74702	2,881	3,943	2,851	1,080	
96 T. St. Louis & K. C. R. R. Co.	203,859	7,626,145	36.31	63157	1,038	626,417	131,304,618	203.60	1,01906	3,557	4,597	3,463	1,133	
97 Toluca & Eastern R. R. Co.	488	29,222	6.00	18090	1	3,890	239,160		1,0073	669	852	1,011	193	
98 Wabash R. R. Co., (The) (2)	1,250,310	70,197,646	59.13	1,06507	2,186	3,329,214	555,610,018	238.54	1,31813	4,133	6,320	4,611	1,679	
99 W., C. & W. R. R. Co., (The)	56,500	853,901	15.11	33824	464	91,571	2,432,119	26.56	48319	4,658	1,167	981	185	



# STEAM RAILROADS.

TABLE VII.—Classified Freight Traffic in Illinois, in Tons, for year ending June 30, 1899.

NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.														PRODUCTS OF ANIMALS.													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14														
	PRODUCTS OF AGRICULTURE.														PRODUCTS OF ANIMALS.													
	Grain .....	Flour.....	Other mill products...	Hay .....	Tobacco.....	Cotton .....	Fruit and vegetables.	Live stock...	Dressed meats .....	Other packing-house products...	Poultry, game and fish....	Wool.....	Hides and leather....															
1 Atchison, T. & S. F. Ry. Co. (The).	102,112	15,254	4,839	7,015	32	2,849	21,460	73,875	3,629	4,431	1,602	1,985	1,224	1														
2 Baltimore & Ohio R. R. Co.....	261,402	40,651	12,057	1,417	5,419	960	16,697	53,328	48,328	61,825	1,912	1,07	4,979	2														
3 Baltimore & Ohio Southern Ry. Co	281,355	32,400	23,476	23,898	14,169	18,516	14,690	44,626	4,606	23,065	2,590	926	4,861	3														
4 Belt Ry. Co. of Chicago (The).....														4														
5 Centralia & Chester R. R. Co.....	6,987	4,518	1,778	18	15		365	50	3	60	115		10	5														
6 Chicago & Alton R. R. Co. (The)....	401,751	26,912	20,396	14,390		49,843	25,729	131,085	54,785	6,110		425	57	6														
7 Joliet & Chicago R. R. Co. (The)....														7														
8 Chicago & Eastern Illinois R. R. Co	282,344	12,953	10,222	35,267	388	1	35,681	53,489	3,015	7,037	1,573	99	834	8														
9 Evansville, T. H. & Chi. Ry. Co....														9														
10 Chicago & Erie R. R. Co.....	28,103	5,564	5,905	1,823	211	960	6,103	4,487	4,971	11,617	1,439	431	1,192	10														
11 Chicago & Grand Trunk Ry. Co.....	324,279	42,075	28,941	24,966	683	11,508	68,019	112,412	140,892	99,511	15,362	3,797	13,842	11														
12 Grand Trunk Junction Ry. Co.....														12														
13 Chicago & Illinois Southern R. R. Co														13														
14 Chicago & Northwestern Ry. Co....	601,995	102,377	63,693	41,416	4,359	1,328	184,711	304,167	30,795	24,730	14,721	5,746	17,632	14														
15 Chicago & Western Indiana R. R. Co														15														
16 Chi., Burlington & Quincy R. R. Co														16														
17 Chicago & Iowa R. R. Co.....														17														
18 Chi., Burlington & North'n R. R. Co														18														
19 Galesburg & Rio R. R. Co.....														19														
20 Illinois Valley & North'n R. R. Co														20														
21 Quincy Alton & St. Louis R. R. Co														21														
22 St. L., Rock Island & Chi. R. R. Co														22														
23 Chicago Great Western Ry. Co.....	107,710	58,541	7,944	1,569	110	1,233	13,975	32,190	5,381	6,652	1,058	317	1,967	23														
24 Chicago Junction Ry. Co.....	35,808	94,870	12,791	158	10		1,378	131,252	138,241	103,236	620		11,192	24														
25 Chi., Lake Shore & Eastern Ry. Co														25														
26 Chi., Milwaukee & St. Paul Ry. Co.	442,983	65,578	14,325	9,782	4,045		24,191	99,118	24,603	16,753	1,639	1,500	5,751	26														
27 Chi., Peoria & St. L. R. R. Co. of Ill	105,940	20,401	24,420	6,482	1,203	11,135	6,130	12,420	1,565	7,069		2,389	2,878	27														
28 Chi., Rock Island & Pacific Ry. Co.														28														
29 Peoria & Bureau Valley R. R. Co.														29														

[illegible]

Table VII. Continued.

1	2	3	4	5	6	7	8	9	10	11	12	13	14
NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.						PRODUCTS OF ANIMALS.						
	Grain.....	Flour.....	Other mill products...	Hay.....	Tobacco.....	Cotton.....	Fruit and vegetables.	Live stock...	Dressed meats.....	Other pack- ing house products...	Poultry, game and fish....	Wool.....	Hides and leather.....
80 Q. Carrollton & St. L. Ry. Co. (1) ..	2,118	378	152	70	94	.....	.....	2,092	2	57	.....	4	12
81 Rock Island & Peoria Ry. Co. ....	155,743	12,546	745	4,482	.....	.....	1,230	18,936	416	95	477	186	398
82 St. Clair, M. & St. L. Belt R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83
83 St. L., Belleville & Southern Ry. Co.	.....	.....	.....	.....	.....	46	1,653	10,303	11	402	.....	121	19
84 St. L., Chi. & St. Paul Ry. Co. of Ill.	51,291	30,857	14,515	1,175	2	.....	6,881	.....	.....	.....	.....	.....	85
85 St. L., Indianapolis & East'n R.R. Co.	15,400	.....	.....	.....	.....	.....	15,808	24,165	.....	1,146	.....	.....	86
86 St. L. Mer. Bridge Terminal Ry. Co.	10,909	4,010	6,725	.....	.....	.....	.....	.....	.....	.....	.....	.....	87
87 St. Louis Merchants' Bridge Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88
88 St. Louis, Peoria & Northern Ry. Co.	.....	.....	.....	.....	.....	220	27,902	30,360	.....	22,162	.....	.....	89
89 Terminal R. R. Ass'n of St. Louis..	25,308	.....	5,452	21,520	.....	.....	.....	.....	.....	.....	.....	.....	90
90 St. Louis Bridge Co. ....	.....	.....	.....	.....	.....	66,840	46,768	68,982	24,855	5,440	271	172	9,830
91 Terre Haute & Indianapolis R.R. Co.	302,483	18,565	47,230	25,892	6,863	.....	.....	.....	.....	.....	.....	.....	92
92 East St. L. & Carondelet Ry. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	93
93 St. L., Vandalia & T. H. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94
94 Terre Haute & Peoria R. R. Co. ....	285,093	8,024	29,609	6,954	333	19	5,435	36,264	2,675	2,404	1,275	232	816
95 Toledo, Peoria & Western Ry. Co. ....	63,332	11,407	13,159	13,058	166	16,157	15,908	62,796	27,948	1,627	8,710	547	991
96 Toledo, St. L. & Kansas City R. R. Co.	.....	.....	.....	.....	.....	.....	120	20	.....	20	.....	.....	97
97 Toluca & Eastern R. R. Co. ....	800	80	.....	.....	.....	.....	43,040	99,835	85,138	54,176	.....	1,785	12,605
98 Wabash R. R. Co. (The) ..	391,456	50,501	62,408	21,787	1,532	20,202	174	886	.....	.....	10	.....	98
99 Wabash, C. & W. R. R. Co. (The) ..	7,060	11,326	4,643	932	.....	.....	.....	.....	.....	.....	.....	.....	99
100 Waukegan & Miss. Valley Ry. Co. ....	.....	.....	.....	.....	1,226	.....	148,567	15,103	783	3,928	1,430	509	5,002
101 Wisconsin Central Co. ....	10,852	76,438	14,907	3,657	.....	.....	.....	.....	.....	.....	.....	.....	100
102 Chicago & Wisconsin R. R. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101
Totals .....	9,844,895	1,443,477	726,025	489,867	76,931	467,472	1,319,049	2,491,121	1,100,057	1,029,114	100,050	51,177	172,036

## STEAM RAILROADS.

TABLE VII.—Classified Freight Traffic in Illinois—Continued.

	15	16	17	18	19	20	21	22	23	24	25	26	27
NAME OF COMPANY.													
MANUFACTURES.													
	Oils .....	Sugar .....	Naval stores...	Iron, pig and bloom.....	Iron and steel rails .....	Machinery.....	Bar and sheet metal.....	Cement, brick and lime.....	Agricultural implements..	Wagons, carriages, tools, etc.....	Wines, liquors, beers, etc....	Household goods and furniture....	Tile .....
1	Atchison, Top. & S. F. Ry. Co. (The).	8,167	2,897	2,511	7,437	6,453	7,420	12,789	2,953	2,391	3,388	6,484	.....
2	Baltimore & Ohio R. R. Co.	18,319	12,380	334	8,463	112,140	27,893	19,953	3,261	638	5,269	1,200	.....
3	Baltimore & Ohio Southw'n Ry. Co.	21,738	5,315	916	45,720	15,277	98,112	59,883	2,668	13,777	20,939	3,233	.....
4	Belt Railway Co. of Chicago (The).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Centralia & Chester R. R. Co.	120	192	.....	450	100	.....	2,214	516	41	520	280	30
6	Chicago & Alton R. R. Co. (The).	45,342	.....	.....	160,094	.....	.....	12,888	6,893	.....	7,358	3,035	3,741
7	Joliet & Chicago R. R. Co. (The).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Chicago & Eastern Illinois R. R. Co.	88,186	1,107	.....	44,932	11,705	14,941	88,794	4,840	3,500	7,935	5,635	12,444
9	Evans, Terre Haute & Chi. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Chicago & Erie R. R. Co.	7,680	2,203	23	1,234	2,467	8,397	3,006	713	96	1,174	223	.....
11	Chicago & Grand Trunk Ry. Co. (The).	5,498	15,890	14,773	5,896	13,902	142	6,799	12,007	2,151	6,007	3,062	.....
12	Grand Trunk Junction Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Chicago & Illinois Southern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Chicago & Northwestern Ry. Co.	184,439	44,879	64	159,863	114,880	251,565	178,289	115,426	183,081	16,102	29,018	11,839
15	Chicago & Western Indiana R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Chi., Burlington & Quincy R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Chicago & Iowa R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Chi., Burlington & North'n R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Galesburg & Rio R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Illinois Valley & Northern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Quincy, Alton & St. Louis R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	St. L., Rock Island & Chi. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Chicago Great Western Ry. Co.	12,048	27	1,916	2,404	2,843	353	10,116	2,226	1,475	2,519	3,654	.....
24	Chicago Junction Ry. Co.	5,733	2,197	16,632	4,829	11,471	9,602	46,778	4,008	4,527	.....	324	.....
25	Chi., Lake Shore & Eastern Ry. Co.	27,071	.....	372,811	388,620	7,324	146,298	44,813	.....	.....	.....	.....	.....
26	Chi., Milwaukee & St. Paul Ry. Co.	22,990	496	19,861	9,823	12,832	7,337	40,934	21,836	7,893	32,033	7,326	.....
27	Chi., Peoria & St. L. R. R. Co. of Ill.	4,821	1,334	4,192	6,896	7,205	38,325	37,486	4,295	2,419	11,005	2,406	.....
28	Chi., Rock Island & Pacific Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Table VII.—Concluded.

	NAME OF COMPANY.	15	16	17	18	19	20	21	22	23	24	25	26	27
		MANUFACTURES.												
		Oils.....	Sugar.....	Naval stores...	Iron, pig and bloom.....	Iron and steel rails.....	Machinery....	Bar and sheet metal.....	Cement, brick and lime.....	Agricultural implements..	Wagons, carriages, tools, etc.....	Wines, liquors, beers, etc.....	Household goods and furniture....	Tile.....
29	Peoria & Bureau Valley R. R. Co.													29
30	Chicago Terminal Transfer R. R. Co.													30
31	Chicago Union Transfer R. R. Co.													31
32	Cleve., Cin., C. & St. L. Ry. Co. (The)	41,475	27,741	6,888	66,961	3,451	101,219	75,905	62,897	14,427	6,751	24,229	8,102	32
33	Kankakee & Seneca Ry. Co.	3,045	4,376	506	10,228	1,046	23,835	36,677	8,522	14,447	6,341	3,544	8,803	33
34	Peoria & Eastern Ry. Co. (The)....	5,788	6,656	679	11,130	1,132	23,992	23,488	14,308	12,233	1,917	9,402	1,584	34
35	DePue, Ladd & Eastern R. R. Co.													35
36	East St. Louis Connecting Ry. Co.													36
37	Elgin, Joliet & Eastern Ry. Co.	137,997			178,007	14,760	7,408		8,878			1,604	1,372	37
38	Fulton County Narrow Gauge Ry. Co.	190	214		1		85	5	565	143	26	5	103	38
39	Galesburg & Great Eastern R. R. Co.			19,609	145,111	23,905	117,639	150,614	132,528	26,317	17,000	49,046	31,339	39
40	Illinois Central R. R. Co.	178,697	44,811											40
41	Blue Island R. R. Co.													41
42	Chi., Havana & Western R. R. Co.													42
43	Chi., Madison & Northern R. R. Co.													43
44	Chicago & Springfield R. R. Co.													44
45	Chicago & Texas R. R. Co.													45
46	Kankakee & Southwest'n R. R. Co.													46
47	Mound City Ry. Co.													47
48	Rantoul R. R. Co.													48
49	South Chicago R. R. Co.													49
50	St. L., Alton & Terre Haute R. R. Co.													50
51	Illinois Terminal R. R. Co.													51
52	Indiana, Decatur & Western Ry. Co.	1,843	1,112	59	500		3,324	302	22,461	428	376	198	487	52
53	Chicago & Ohio River R. R. Co. (2)	37	23				165	30	1,494	62	40	9	160	53
54	Indiana, Ill. & Iowa R. R. Co. (The)	31,895	6,045		612	57	17,767	15,061	11,233	13,841	7,170	4,248	1,805	54
55	Iowa Central Ry. Co.	12,965	2,346		5,092	6,120	1,892	413	6,060	5,281	2,679	6,284	1,465	55
56	Jacksonville & St. Louis Ry. Co.	1,266	257		1,302	237	284		626	22	58	1,356	1,779	56
57	Lake Erie & Western R. R. Co.	20,134	657		1,271	1,271	9,997	34,960	17,448	821	509	4,432	157	57
58	Lake Shore & Mich. Southern Ry. Co.	87,910	15,880		4,677	7,308	179,083	110,606	44,830	43,716	114,772	26,472	12,323	58
59	LaSalle & Bureau County R. R. Co.					36		24,984	1,026					59
60	Louisv., Ev. & St. L. Cons. R. R. Co.	2,158			18,661				21,393	1,567		9,869		60

61	Louisville & Nashville R. R. Co.	2,418	1,302	1,371	9,055	12,840	877	22,201	1,530	5,451	1,670	61
62	Michigan Central R. R. Co.	78,856	27,223	.....	24,432	4,456	79,309	20,404	29,379	69,749	8,347	62
63	Joliet & Northern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	63
64	Terminal R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64
65	Mobile & Ohio R. R. Co. (The)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	65
66	St. Louis & Cairo R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66
67	New York C. & St. L. R. R. Co. (The)	1,202	20,051	324	47,994	17,965	6,513	1,879	2,799	198	1,314	67
68	Chi. & State Line R. R. Co. (The)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
69	Omaha, Kansas City & East'n R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
70	Pawnee R. R. Co.	40	50	.....	.....	.....	30	125	70	15	200	70
71	Pennsylvania Co.	14,291	663	14	24,408	1,121	8,685	29,382	654	270	1,424	71
72	Cattumet River Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
73	Pittsburg, Ft. Wayne & Chi. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	73
74	South Chicago & South'n R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
75	Pitts., Cin., Chi. & St. L. Ry. Co. (The)	1,918	1,513	14	9,345	2,878	6,140	15,480	1,992	426	706	75
76	Englewood Connecting Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	76
77	Peoria and Pekin Union Ry. Co.	.....	.....	.....	336	601	1,275	702	3,813	1,460	905	77
78	Peoria, Decatur & Evansv. Ry. Co.	2,617	.....	.....	21,653	.....	1,265	8,653	3,545	12,369	1,497	78
79	Chicago & Ohio River R. R. Co. (1)	75	.....	.....	177	.....	7	321	15	10	205	79
80	Quincy, Carrollton & St. L. Ry. (1)	37	1	.....	830	.....	65	200	41	13	201	80
81	Rock Island & Peoria Ry. Co.	3,768	1,213	.....	19,825	108	9,817	3,351	18,105	4,203	3,808	81
82	St. Clair, Mad. & St. L. Belt R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	82
83	St. L., Belleville & Southern Ry. Co.	.....	.....	.....	633	2,401	1,345	1,493	311	119	256	83
84	St. L., Chi. & St. Paul Ry. Co. of Ill.	426	200	.....	.....	.....	.....	.....	.....	.....	.....	84
85	St. L., Indianap. & Eastern R. R. Co.	.....	.....	.....	189	.....	.....	8,097	14,970	110	.....	85
86	St. L., Merch. Bridge Term. Ry. Co.	7,755	.....	.....	.....	.....	.....	.....	.....	.....	.....	86
87	St. Louis Merchants' Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	87
88	St. Louis, Peoria & Northern Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88
89	Terminal Railroad Ass'n of St. Louis	41,510	.....	.....	1,143	.....	.....	25,085	38,974	200	.....	89
90	St. Louis Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90
91	Terre Haute & Indianapolis Ry. Co.	10,005	2,862	.....	26,177	36,914	30,545	79,261	14,389	19,180	20,436	91
92	East St. Louis & Carondelet Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92
93	St. L., Vandalia & T. H. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	93
94	Terre Haute & Peoria R. R. Co.	.....	.....	.....	3,180	819	6,828	4,459	7,352	2,479	9,166	94
95	Toledo, Peoria & Western Ry. Co.	7,308	6,616	.....	3,190	7,655	10,716	11,615	1,272	1,610	2,967	95
96	Tol., St. L. & Kansas City R. R. Co.	25,218	4,781	.....	994	.....	600	180	600	280	180	96
97	Tohuca & Eastern R. R. Co.	.....	.....	.....	10,610	20,058	30,979	47,509	10,627	4,600	21,997	97
98	Wabash R. R. Co. (The)	23,753	17,007	.....	3,392	874	706	4,486	155	20	589	98
99	Wab. Chester & W'n R. R. Co. (The)	94	.....	.....	.....	.....	.....	.....	.....	.....	.....	99
100	Waukegan & Miss. Valley Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100
101	Wisconsin Central Company	21,666	2,467	.....	.....	.....	.....	.....	.....	.....	.....	101
102	Chicago & Wisconsin R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	102
Totals		1,220,373	285,070	45,574	1,501,357	740,962	1,048,137	1,384,794	469,436	494,780	353,727	87,314

# STEAM RAILROADS.

TABLE VII.—Classified Freight Traffic in Illinois—Continued.

	NAME OF COMPANY.	PRODUCT OF MINES.										36	37	38		
		28	29	30	31	32	33	PRODUCTS OF FOREST.			34	35	Ice .....	Miscellaneous .....	Total tonnage, Cols. 2 to 37 in- clusive .....	
								Anthracite coal .....	Bituminous coal .....	Coke .....						Ores .....
1	Atchison, Topeka & Santa Fe Ry.Co., (The).....	1,834	163,966	17,881	22,385	30,029	7,736	34,215	35,805					18,874	635,072	1
2	Baltimore & Ohio R. R. Co.....	203,828	622,796	549,624	633	115,973		39,297	37,871					188,537	2,481,357	2
3	Baltimore & Ohio Southwestern Ry. Co.....	16,654	414,102	17,092	2,352	60,545	7,318	147,820	219,876					73,385	1,774,014	3
4	Belt Railway Co. of Chicago, (The).....															4
5	Centralia & Chester R. R. Co.....	435	49,211	520		11,358	3	15,948	6,490					2,106	105,698	5
6	Chicago & Alton R. R. Co., (The).....	59,990	812,576		1,101	16,407	3,375	80,015	185,296					615,251	2,780,242	6
7	Joliet & Chicago R. R. Co., (The).....															7
8	Chicago & Eastern Illinois R. R. Co.....	14,314	2,108,650	4,344	7,854	156,138	4,664	280,896	62,190					95,103	3,544,595	8
9	Evansville, Terre Haute & Chicago Ry. Co.....															9
10	Chicago & Erie R. R. Co.....	18,237	22,504	32,929	278	2,418	815	8,558	12,853					20,373	219,312	10
11	Chicago & Grand Trunk Ry. Co., (The).....	22,065	24	36	3,512	11,551	618	39,023	160,179					223,424	1,443,434	11
12	Grand Trunk Junction Ry. Co.....															12
13	Chicago & Illinois Southern R. R. Co.....															13
14	Chicago & Northwestern Ry. Co.....	340,136	1,000,755	145,981	32,371	316,884	29,359	365,612	556,417					568,116	6,501,148	14
15	Chicago & Western Indiana R. R. Co.....															15
16	Chicago, Burlington & Quincy R. R. Co.....															16
17	Chicago & Iowa R. R. Co.....															17
18	Chicago, Burlington & Northern R. R. Co.....															18
19	Galesburg & Rio R. R. Co.....															19
20	Illinois Valley & Northern R. R. Co.....															20
21	Quincy, Alton & St. Louis R. R. Co.....															21
22	St. Louis, Rock Island & Chicago R. R. Co.....															22
23	Chicago Great Western Ry. Co.....															23
24	Chicago Junction Ry. Co.....															24
25	Chicago, Lake Shore & Eastern Ry. Co.....	22,005	98,298	6,831	158,879	378,541	2,207	46,569	33,761					40,902	464,358	25
26	Chicago, Milwaukee & St. Paul Ry. Co.....															26
27	Chicago, Peoria & St. Louis R. R. Co. of Ill.....	75,839	472,546	1,332,256	803,818	382,069	7,861	380,330	124,404					176,051	1,443,009	27
28	Chicago, Rock Island & Pacific Ry. Co.....	17,922	650,890	1,399	2,270	24,813		84,969	21,517					133,233	1,945,526	28
29	Peoria & Bureau Valley R. R. Co.....															29

[illegible]

TABLE VII.—Classified Freight Traffic in Illinois.—Concluded.

	NAME OF COMPANY.	PRODUCT OF MINES.						34	35	36	37	38
		28	29	30	31	32	33					
		Anthracite coal.....	Bituminous coal.....	Coke.....	Ores.....	Stone, sand and other articles.....	Salt.....					
80	Quincy, Carrollton & St. Louis Ry. Co. (1).....	12,063	6,409	7,162		424	1,007	1,563	1,122		787	15,655
81	Rock Island & Peoria Ry. Co. ....	82	266,517			4,141		78,918	12,744	15,225	64,268	731,361
82	St. Clair, Madison & St. L. Belt R. R. Co. ....											
83	St. Louis, Belleville & Southern Ry. Co. ....		81,005			36,363			10,054		41	81,046
84	St. Louis, Chicago & St. Paul Ry. Co. of Ill. ....	861	240,359	4,499	92			14,329	6,786		32,588	473,091
85	St. Louis, Indianapolis & Eastern R. R. Co. ....		5,129			10,421	15,678	7,744	13,756	1,451	2,283	45,506
86	St. Louis Merchants' Bridge Term. Ry. Co. ....	25,667	405,678		107			45,758			140,188	814,943
87	St. Louis Merchants' Bridge Co. ....											
88	St. Louis, Peoria & Northern Ry. Co. ....											
89	Terminal Railroad Ass'n of St. Louis. ....	152,756	1,358,925		117	35,767	21,661	39,219	60,963	47,424	385,910	2,429,885
90	St. Louis Bridge Co. ....											
91	Terre Haute & Indianapolis R. R. Co. ....	27,203	441,896	54,310	17,973	47,350		191,356	109,646		306,912	2,408,005
92	East St. Louis & Carondelet Ry. Co. ....											
93	St. Louis, Vandalia & Terre Haute R. R. Co. ....											
94	Terre Haute & Peoria R. R. Co. ....											
95	Toledo, Peoria & Western Ry. Co. ....	47,720	208,016	4,728	1,773	15,128	2,675	27,662	7,991	265	23,161	790,127
96	Toledo, St. Louis & Kansas City R. R. Co. ....	19,082	91,597	1,504	2,578	16,178		67,833	45,641		46,332	626,467
97	Toluca & Eastern R. R. Co. ....		35,000			320	20				400	39,869
98	Wabash & Eastern R. R. Co. ....		499,627	5,188	7,369	64,685		197,712	151,582		291,103	2,329,214
99	Wabash R. R. Co. (The).....	71	38,450	205		3,433	276	8,874	3,155	419	1,148	91,571
99	Wabash, Chester & Western R. R. Co. ....											
100	Waukegan & Mississippi Valley Ry. Co. ....	7,966	36,961	3,155	239	40,428	636	130,328	51,570	248,431	96,189	998,101
100	Wisconsin Central Co. ....											
101	Wisconsin R. R. Co. ....											
102	Chicago & Wisconsin R. R. Co. ....											
	Total.....	2,159,685	16,856,129	2,804,070	1,351,983	3,577,628	310,450	4,811,935	3,707,679	664,965	6,072,193	70,792,223

\* Includes bituminous and anthracite.

(1) Chicago &amp; Ohio River R. R. Co. Report for seven months ending January 31, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (Operated by I., D. &amp; W. Ry. Co.) Report for five months ending June 30, 1899.

(1) Quincy, Carrollton &amp; St. Louis Ry. Report for six months ending June 30, 1899.



TABLE VIII.—*Number of Employés and Salaries,*

	1	2	3	4	5	6	7	8	9	10
NAME OF COMPANY.	General officers.	Other officers....	General office clerks.....	Station agents...	Other station-men.....	Enginemen.....	Firemen.....	Conductors.....	Other trainmen.	Mechanics.....
1 A., T. & S. F. Ry. Co. (The)....	17	8	98	66	319	55	53	47	96	13
2 Baltimore & Ohio R. R. Co.....	2	4	6	6	92	27	28	10	20	14
3 Balt. & O. Southwestern Ry. Co.	5	6	74	91	358	80	80	67	148	67
4 Belt Ry. Co. of Chicago (The)...	1	14	9	27	47	46	34	72	14	14
5 Centralia & Chester R. R. Co....	6	3	12	3	6	6	5	10	5	5
6 Chicago & Alton R. R. Co. (The)	21	88	114	439	153	145	105	210	152	152
7 Joliet & Chi. R. R. Co. (The)...	2	102	93	139	118	119	77	173	68	68
8 Chi. & Eastern Illinois R. R. Co.	10	4	102	93	139	118	119	77	173	68
9 E., T. H. & Chi. Ry. Co.....	13	9	34	8	79	15	15	52	106	11
10 Chicago & Erie R. R. Co.....	13	9	34	8	79	15	15	52	106	11
11 Chi. & G. Trunk Ry. Co. (The)...	13	9	34	8	79	15	15	52	106	11
12 Grand Trunk Junction Ry. Co....	13	9	34	8	79	15	15	52	106	11
13 Chi. & Illinois Southern R. R. Co.	16	20	572	148	1,290	405	451	257	533	415
14 Chi. & Northwestern Ry. Co.....	7	32	11	117	117	117	117	19	27	27
15 Chi. & Western Indiana R. R. Co.	11	478	261	976	397	407	279	657	397	397
16 Chi., Burl. & Quincy R. R. Co...	11	478	261	976	397	407	279	657	397	397
17 Chicago & Iowa R. R. Co.....	11	478	261	976	397	407	279	657	397	397
18 Chi., Burl. & Northern R. R. Co.	11	478	261	976	397	407	279	657	397	397
19 Galesburg & Rio R. R. Co.....	11	478	261	976	397	407	279	657	397	397
20 Illinois V. & Northern R. R. Co.	11	478	261	976	397	407	279	657	397	397
21 Quincy, A. & St. L. R. R. Co...	11	478	261	976	397	407	279	657	397	397
22 St. L., R. I. & Chi. R. R. Co....	11	478	261	976	397	407	279	657	397	397
23 Chicago Great Western Ry. Co....	1	4	14	30	42	32	22	51	13	13
24 Chicago Junction Ry. Co.....	4	14	48	8	43	157	30	18	36	13
25 Chi., Lake Shore & East. Ry. Co.	4	3	17	4	31	94	66	11	49	39
26 Chi., Mil. & St. Paul Ry. Co....	4	7	40	120	372	127	126	104	160	43
27 Chi., P. & St. L. R. R. Co. of Ill.	3	5	42	29	54	34	39	24	52	56
28 Chi., R. I. & Pacific Ry. Co.....	18	19	328	54	446	126	125	63	156	65
29 Peoria & Bureau V. R. R. Co....	4	1	1	20	65	29	31	28	40	11
30 Chi. Term. Transfer R. R. Co....	12	43	20	65	29	31	28	40	11	11
31 Chicago Union Transfer Ry. Co...	12	43	20	65	29	31	28	40	11	11
32 C., C. C. & St. L. Ry. Co. (The)	4	5	95	112	361	113	113	72	151	107
33 Kankakee & Seneca Ry. Co....	1	2	6	5	3	3	3	6	6	6
34 Peoria & Eastern Ry. Co. (The)	1	4	23	16	18	18	13	28	25	25
35 DePue, Ladd & Eastern R. R. Co.	1	4	23	16	18	18	13	28	25	25
36 E. St. Louis Connecting Ry. Co...	8	4	17	1	18	14	14	5	14	7
37 Elgin, Joliet & Eastern Ry. Co...	4	5	54	25	49	48	48	28	54	36
38 Fulton Co. N. Gauge Ry. Co....	3	1	7	1	2	2	2	3	1	1
39 Galesburg & G. Eastern R. R. Co.	2	1	1	2	2	2	2	4	4	4
40 Illinois Central R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
41 Blue Island R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
42 Chi., H. & Western R. R. Co....	94	506	365	1,129	432	416	276	548	554	554
43 Chi., M. & Northern R. R. Co....	94	506	365	1,129	432	416	276	548	554	554
44 Chi. & Springfield R. R. Co....	94	506	365	1,129	432	416	276	548	554	554
45 Chi. & Texas R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
46 Kankakee & Southw. R. R. Co...	94	506	365	1,129	432	416	276	548	554	554
47 Mound City R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
48 Rantoul R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
49 South Chicago R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
50 St. L., Alton & T. H. R. R. Co.	94	506	365	1,129	432	416	276	548	554	554
51 Illinois Terminal R. R. Co.....	94	506	365	1,129	432	416	276	548	554	554
52 Indiana, D. & Western Ry. Co...	7	2	6	19	8	8	8	6	14	16
53 Chi. & Ohio River R. R. Co. (2)	7	1	7	7	3	3	3	2	3	3
54 Ind., Ill. & Iowa R. R. Co. (The)	7	3	35	12	55	24	22	16	37	7
55 Iowa Central Ry. Co.....	1	19	19	12	19	21	12	24	24	24
56 Jacksonville & St. Louis Ry. Co.	5	10	23	15	8	8	6	11	2	2
57 Lake Erie & Western R. R. Co...	5	10	23	15	8	8	6	11	2	2
58 Lake Shore & M. S. Ry. Co.....	5	10	23	15	8	8	6	11	2	2
59 LaSalle & Bureau Co. R. R. Co...	5	10	23	15	8	8	6	11	2	2

## RAILROADS.

*year ending June 30, 1899, Illinois and Whole Line.*

11	12	13	14	15	16	17	18	19	20	21	22	
ILLINOIS.										WHOLE LINE.		
Carpenters.....	Other shopmen.	Section foremen	Other trackmen.	Switchmen, harnen and watchmen.....	Telegraph operators and dispatchers.....	Employees, account floating equipment	All other employees and laborers.....	Grand total, cols. 1 to 18, inclusive.....	Total yearly compensation.	Grand total.....	Total yearly compensation.	
8	184	62	371	111	46	.....	120	1,677	\$1,061,176 08	17,668	\$10,085,046 48	1
14	135	7	22	65	8	.....	184	636	360,477 95	24,235	12,843,675 55	2
62	118	71	340	238	52	.....	374	2,231	1,269,519 55	5,576	3,173,798 87	3
7	31	6	53	16	11	.....	78	465	288,481 96	465	288,481 96	4
12	15	14	51	.....	7	.....	8	163	74,729 72	163	74,729 72	5
112	357	113	334	243	77	.....	116	2,779	1,813,200 03	3,602	2,304,783 05	6
56	163	75	255	152	37	.....	819	2,460	1,428,325 89	2,780	1,588,604 42	7
11	3	1	16	36	14	.....	8	655	308,419 65	2,074	1,318,621 40	8
9	16	9	43	92	19	.....	191	721	437,178 68	3,250	1,589,431 94	9
734	1216	152	1,243	653	186	.....	1,086	9,377	5,436,444 65	28,693	15,236,750 92	10
50	.....	10	219	211	29	.....	13	745	414,116 07	745	414,116 07	11
589	1510	283	1,851	715	221	.....	387	9,419	5,450,849 92	22,143	12,995,768 34	12
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35	58	27	182	16	17	.....	72	648	432,466 35	3,492	2,346,437 36	23
19	8	30	220	263	12	.....	63	976	559,616 71	976	559,616 71	24
17	114	11	68	187	2	.....	11	727	145,688 29	835	501,645 05	25
82	247	127	506	148	112	.....	558	2,883	1,831,423 75	21,626	13,739,112 92	26
188	80	27	192	53	32	.....	146	1,056	451,540 71	1,056	451,540 71	27
170	654	72	651	360	52	.....	305	3,664	2,442,389 17	11,970	7,327,622 32	28
13	48	18	88	162	11	.....	97	5	1,450 00	5	1,450 00	29
.....	.....	.....	.....	.....	.....	.....	.....	716	421,934 04	716	421,934 04	30
178	192	93	420	220	88	.....	276	2,600	1,590,548 31	9,922	6,068,478 87	31
59	40	21	125	19	13	.....	35	65	32,225 39	65	32,225 39	32
3	34	4	46	32	.....	.....	9	461	259,138 28	1,226	688,618 10	33
12	140	27	165	92	17	.....	32	230	158,831 95	230	158,831 95	34
3	4	8	16	.....	.....	.....	7	836	529,990 93	897	556,026 01	35
929	929	346	2,762	581	189	.....	9	60	29,195 24	60	29,195 24	36
.....	.....	.....	.....	.....	.....	.....	.....	13	3,916 90	13	3,916 90	37
.....	.....	.....	.....	.....	.....	.....	.....	11,751	6,592,359 28	25,065	13,098,439 23	38
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22	23	12	42	7	8	.....	11	34	8,741 72	34	8,741 72	51
.....	.....	14	75	1	5	.....	7	214	119,183 30	427	238,366 40	52
13	26	13	45	17	7	.....	53	121	20,941 25	121	20,941 25	53
14	26	14	65	9	3	.....	23	392	235,001 32	523	301,885 50	54
21	40	18	43	4	8	.....	25	262	160,294 07	1,549	79,213 68	55
10	24	20	86	10	3	.....	18	250	106,300 24	250	106,300 24	56
57	180	11	646	175	20	.....	100	292	166,752 38	2,263	1,375,288 02	57
.....	.....	.....	.....	.....	.....	.....	.....	1,747	961,426 61	14,131	8,420,317 14	58

	1	2	3	4	5	6	7	8	9	10
NAME OF COMPANY.	18									
	General officers.	Other officers...	General office clerks.....	Station agents..	Other station-men.....	Enginemen.....	Firemen.....	Conductors.....	Other trainmen.	Machinists.....
60 L., E. & St. L. Cons. R. R. Co....	...	...	...	26	53	30	30	23	29	5
61 Louisville & Nashville R. R. Co.	3	...	8	27	92	31	31	19	54	3
62 Michigan Central R. R. Co.....	2	...	53	8	151	19	18	3	4	3
63 Joliet & N. Indiana R. R. Co....	4	...	...	...	...	...	...	...	...	...
64 Terminal R. R. Co.....	...	...	...	...	...	...	...	...	...	...
65 Mobile & Ohio R. R. Co. (The)...	4	18	38	27	52	55	59	31	76	20
66 St. Louis & Cairo R. R. Co.....	2	...	...	...	...	...	...	...	...	...
67 N. Y., C. & St. L. R. R. Co. (The)	...	...	...	3	5	12	12	2	3	76
68 Chi. & State Line R. R. Co. (The)	...	...	...	...	...	...	...	...	...	...
69 O., K. C. & Eastern R. R. Co.....	2	...	18	1	6	7	7	5	8	...
70 Pawnee R. R. Co.....	...	1	...	2	...	1	1	...	...	...
71 Pennsylvania Co.....	1	1	14	25	566	37	49	34	83	8
72 Calumet River Ry. Co.....	4	...	...	...	...	...	...	...	...	...
73 P., Ft. W. & Chi. Ry. Co.....	3	...	1	...	...	...	...	...	...	...
74 S. Chi. & Southern R. R. Co.....	4	...	...	...	...	...	...	...	...	...
75 P., C. C. & St. L. Ry. Co. (The)...	...	2	9	9	204	34	39	30	27	3
76 Englewood Connecting Ry. Co.	4	...	...	...	...	...	...	...	...	...
77 Peoria & Pekin Union Ry. Co....	4	...	13	3	89	24	24	2	3	6
78 P., Decatur & Evansville Ry. Co.	6	6	46	38	30	22	29	16	42	31
79 Chi. & Ohio River R. R. Co. (1)	6	6	46	17	1	2	3	2	2	1
80 Quincy, C. & St. Louis Ry. Co. (1)	2	...	...	11	4	2	2	2	3	3
81 Rock Island & Peoria Ry. Co.....	5	...	14	25	25	18	18	14	21	16
82 St. Clair, M. & St. L. B. R. R. Co.	...	...	...	...	...	...	...	...	...	...
83 St. L., B. & Southern Ry. Co.....	2	...	...	1	...	2	2	2	4	...
84 St. L., C. & St. P. Ry. Co. of Ill.	2	5	17	34	...	17	18	15	28	10
85 St. L., I. & E. R. R. Co.....	...	...	...	8	...	7	7	7	15	3
86 St. L. Mer. Bridge Term. Ry. Co.	2	...	5½	½	29	13½	14½	3	20	2½
87 St. Louis Mer. Bridge Co.....	...	...	...	...	...	...	...	...	...	...
88 St. L., P. & Northern Ry. Co.....	9	...	22	21	24	23	23	20	30	15
89 Terminal R. R. Ass'n of St. L....	2	...	7½	1	180	33	30	5½	54	15½
90 St. Louis Bridge Co.....	...	...	...	...	...	...	...	...	...	...
91 T. H. & Indianapolis R. R. Co....	8	7	61	68	223	88	84	49	135	38
92 E. St. L. & Carondelet Ry. Co....	4	...	...	...	...	...	...	...	...	...
93 St. L., V. & T. H. R. R. Co.....	4	1	...	...	...	...	...	...	...	...
94 Terre Haute & Peoria R. R. Co.	...	...	...	...	...	...	...	...	...	...
95 Toledo, P. & Western Ry. Co.....	3	3	19	40	32	29	30	22	46	15
96 Toledo, St. L. & K. C. R. R. Co....	...	...	...	39	42	33	35	21	54	5
97 Toluca & Eastern R. R. Co.....	1	...	...	2	...	1	1	1	1	...
98 Wabash R. R. Co. (The).....	12	...	100	124	290	151	151	106	202	171
99 W., C. & W. R. R. Co. (The).....	2	...	4	11	4	3	3	3	6	6
100 Waukegan & Miss. Valley Ry. Co.	3	...	...	...	6	1	...	...	9	...
101 Wisconsin Central Co.....	...	...	...	17	80	21	21	13	26	...
102 Chicago & Wisconsin R. R. Co....	...	...	...	...	...	...	...	...	...	...
Totals.....	406	174	3,314	2,326½	9,469	3,427½	3,327½	2,180½	4,602	2,625

(1) Chicago &amp; Ohio River R. R. Co. Report for seven months ending January 31, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (operated by I., D. &amp; W. Ry. Co.) Report for five months ending June 30, 1899.

(4) Quincy, Carrollton &amp; St. Louis Ry. Report for six months ending June 30, 1899.

—Concluded.

11	12	13	14	15	16	17	18	19	20	21	22	
ILLINOIS.										WHOLE LINE.		
Carpenters .....	Other shopmen.	Section foremen	Other trackmen.	Switchmen, harness and watchmen .....	Telegraph operators and dispatchers .....	Employers' account, float and equipment.	All other employees and laborers .....	Grand total, cols. 1 to 18, inclusive .....	Total yearly compensation.	Grand total .....	Total yearly compensation.	
15	14	29	121	34	8	.....	21	442	\$254,552 21	1,479	8845,073 16	60
49	30	31	165	35	10	.....	64	652	368,055 72	17,994	10,190,470 44	61
4	.....	16	.....	83	1	.....	321	686	449,758 12	9,687	5,805,327 51	62
.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4	.....	63
6	69	27	253	34	26	18	196	1,009	593,640 95	3,625	1,806,867 36	64
76	149	3	23	47	6	.....	252	649	5,000 00	2	5,000 00	66
.....	.....	.....	.....	.....	.....	.....	.....	.....	398,424 36	4,003	2,453,168 56	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	68
.....	.....	1	6	3	6	.....	9	72	52,595 82	390	175,895 33	69
86	255	16	188	212	17	.....	39	1,631	4,393 06	13	4,393 06	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	885,982 28	9,219	5,125,890 48	71
.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4	.....	72
.....	.....	.....	.....	.....	.....	.....	.....	4	8,200 00	4	8,200 00	73
9	60	16	134	260	14	.....	33	883	.....	4	.....	74
.....	.....	.....	.....	.....	.....	.....	.....	4	515,122 94	11,536	6,660,455 38	75
15	72	9	89	90	20	.....	6	469	281,834 64	469	281,834 64	76
43	100	41	220	14	7	.....	8	699	411,260 00	784	425,246 58	77
5	2	12	20	1	1	.....	2	129	22,220 65	129	22,220 65	78
5	5	10	31	.....	1	.....	10	91	16,328 00	91	16,328 00	79
16	29	21	94	16	10	.....	52	394	243,261 75	394	243,261 75	80
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81
.....	.....	.....	.....	.....	.....	.....	.....	13	3,916 90	13	3,916 90	82
145	17	16	367	18	25	.....	63	797	268,231 15	797	268,231 15	83
2	13	8	40	1	.....	.....	20	131	39,740 48	184	56,818 40	84
13½	10	3	30½	40	4½	.....	25	217	147,704 33	434	295,408 66	85
65	154	22	133	10	10	.....	21	605	300,764 72	605	300,764 72	86
24	50½	4	91	100½	15	.....	53½	667	414,005 14	1,335	828,010 28	87
62	280	62	312	115	88	.....	480	2,160	1,076,425 06	2,160	1,076,425 06	88
.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4	.....	89
.....	.....	.....	.....	.....	.....	.....	.....	5	250 00	5	250 00	90
28	59	39	172	4	34	.....	105	680	402,750 34	680	402,750 34	91
17	28	35	181	3	20	.....	30	573	288,278 01	1,833	934,616 15	92
.....	.....	1	3	.....	.....	.....	.....	11	6,010 00	11	6,010 00	93
97	397	110	424	159	87	.....	229	2,810	1,853,852 17	8,431	5,561,556 50	94
7	3	9	27	1	.....	.....	2	91	46,000 52	91	46,000 52	95
.....	.....	.....	.....	.....	.....	.....	.....	19	15,499 44	19	15,499 44	96
.....	.....	9	48	40	8	.....	.....	283	173,049 93	3,674	1,927,318 66	97
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	98
4,301½	8,411½	2,266	14,447½	6,251½	1,724½	27	8,958½	78,240	845,449,354 63	288,979	8164,972,143 15	99



32	Kankakee & Seneca Ry. Co.	2 88	1 45	1 22	94	3 57	1 96	3 98	1 78	1 90	1 64	1 88	1 73	1 33	96	1 05	33
33	Peoria & Eastern Ry. Co. (The)	7 54	2 43	1 49	1 45	4 28	2 37	3 53	2 19	1 90	1 64	1 80	1 63	1 25	1 69	1 41	34
34	DePue, Lead & Eastern R. R. Co.																35
35	East St. Louis Connecting Ry. Co.	9 48	5 08	2 67	3 56	3 25	1 90	3 42	2 77	2 90	2 53	1 77	1 97	1 26	2 45	1 88	36
36	East St. Louis Connecting Ry. Co.	19 35	5 89	2 23	1 95	3 67	2 06	3 43	2 00	1 88	2 15	1 62	1 77	1 26	1 94	2 10	37
37	Elgin, Joliet & Eastern Ry. Co.	3 22	1 49	1 36	33	3 20	1 33	1 97	1 15	2 47	1 80	1 25	1 82	1 12		1 47	38
38	Fulton Co. Narrow Gauge Ry. Co.	5 00		1 33		3 26	2 26	2 96	1 98								39
39	Galesburg & Great Eastern R. R. Co.	9 09	2 18	1 51	1 56	3 87	2 24	3 35	2 09	2 16	2 07	1 74	1 78	1 20	2 29	1 71	40
40	Illinois Central R. R. Co.																41
41	Blue Island R. R. Co.																42
42	Chi. Havana & Western R. R. Co.																43
43	Chi. Madison & Northern R. R. Co.																44
44	Chicago & Springfield R. R. Co.																45
45	Chicago & Texas R. R. Co.																46
46	Kankakee & Northwestern R. R. Co.																47
47	Mound City Ry. Co.																48
48	Rantoul R. R. Co.																49
49	South Chicago R. R. Co.																50
50	St. L. Alton & Terre Haute R. R. Co.				2 69	1 75											51
51	Illinois Terminal R. R. Co.	3 35	7 14	2 26	1 45	3 85	2 10	3 65	1 80	2 13	1 82	1 56	1 67	1 12	1 41	1 32	52
52	Indiana, Decatur & Western Ry. Co.	2 52			1 51	3 66	1 51	3 49	1 29				1 55	1 15	1 16	1 02	53
53	Chicago & Ohio River R. R. Co. (2)	9 09	10 43	1 74	1 44	1 43	3 67	1 99	1 93	2 46	2 02	1 83	1 49	1 18	1 89	1 02	54
54	Ind. Illinois & Iowa R. R. Co. (The)	3 95			1 50	1 68	3 75	2 07	2 83				1 43	1 07	1 97	1 73	55
55	Iowa Central Ry. Co.	4 72	1 48	1 31	3 93	2 58	1 68	2 81	1 55	2 00	1 99	1 46	1 48	1 16	1 88	1 10	56
56	Jacksonville & St. Louis Ry. Co.				1 86	1 53	4 00	2 21	3 27	2 20	3 18	1 96	1 78	1 64	1 14	1 51	57
57	Lake Erie & Western R. R. Co.				3 60	1 80	3 24	3 10	1 95	2 50	2 08	1 69	2 03	1 39	2 61	1 63	58
58	L. S. & M. S. Ry. Co.																59
59	LaSalle & Bureau Co. R. R. Co.				1 36	1 50	4 05	2 51	3 23	1 96	2 03	1 95	1 51	1 04	2 23	1 75	60
60	L. E. & St. L. Consolidated R. R. Co.	6 59	1 68	1 58	1 74	4 32	2 27	3 74	2 02	3 12	1 78	1 83	1 57	1 05	2 16	1 40	61
61	Louisville & Nashville R. R. Co.	13 15	2 93	3 20	1 96	2 77	1 58	3 13	2 28	2 41	2 07		1 64		2 43	1 56	62
62	Michigan Central R. R. Co.																63
63	Joliet & Northern Ind. R. R. Co.																64
64	Terminal R. R. Co.																65
65	Mobile & Ohio R. R. Co. (The)	11 98	4 26	2 31	1 60	1 90	1 84	2 57	3 28	2 16	2 45	2 05	1 69	1 55	1 10	1 52	66
66	St. Louis & Cairo R. R. Co.	7 99															67
67	N. Y. Chi. & St. L. R. R. Co. (The)				3 51	70	3 50	2 20	4 69	2 77	2 21	2 22	2 00	1 79	1 32	1 94	68
68	Chi. & State Line R. R. Co. (The)																69
69	Omaha, K. C. & Eastern R. R. Co.	3 35	2 10	3 28	1 40	3 00	1 82	2 51	1 61				1 53	1 20	1 63	1 91	70
70	Pawnee R. R. Co.	3 42			86	2 08	96	1 16					1 76	1 95	1 37	1 75	71
71	Pennsylvania Co.	16 87	9 36	2 40	3 45	1 77	3 00	1 76	2 82	2 44	3 23	1 92	1 76	1 95	1 43	1 91	72
72	Calumet River Ry. Co.																73
73	Pitts., Ft. W. & Chicago Ry. Co.	7 13	4 79														74
74	South Chicago & Southern R. R. Co.																75
75	Pitts., Cin. Chi. & St. L. Ry. Co. (The)	7 77	2 46	3 15	1 94	3 78	2 29	3 28	2 09	2 74	1 82	1 85	1 96	1 25	1 64	1 61	76
76	Englewood Connecting Ry. Co.																77
77	Peoria and Pekin Union Ry. Co.	6 99	1 90	3 78	1 44	2 99	1 79	3 00	2 10	2 47	2 38	1 61	1 74	1 24	2 51	2 73	78
78	Peoria, Decatur & Evansville Ry. Co.	13 14	6 28	1 86	1 63	1 44	5 23	4 13	2 30	1 97	1 71	1 55	1 66	1 18	2 12	1 26	79
79	Chicago & Ohio River R. R. Co. (1)	1 38	59	18	1 05	1 22	3 63	1 76	3 20	1 98	2 74	1 84	1 56	1 08	1 90	1 72	80
80	Quincy, Carrollton & St. L. Ry.	2 70			82	51	2 88	1 73	2 05	1 73	2 05	1 49	1 20	1 38	1 00	1 10	81
81	Rock Island & Peoria Ry. Co.	5 53	2 10	1 82	1 39	3 21	1 89	2 63	1 66	2 06	2 10	1 77	1 52	1 20	1 68	1 62	82
82	St. Clair, Madison & S. L. Ry. Co.																83
83	St. L. Belleville & Southern R. R. Co.	5 00			1 33		3 26	2 26	1 98								84
84	St. L., Chi. & St. P. Ry. Co. of Ill.	3 02	2 37	1 16	1 24	4 08	2 18	3 24	2 09	1 71	1 53	2 03	1 33	1 09	1 21	1 17	85

TABLE IX. —Average Daily Compensation of Employés in Illinois, for year ending June 30, 1899—Concluded.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
NAME OF COUNTY.	General officers.....	Other officers.....	General office clerks	Station agents.....	Other stationmen...	Enginemen.....	Firemen.....	Conductors.....	Other trainmen.....	Machinists.....	Carpenters.....	Other shopmen.....	Section foremen....	Other trackmen.....	Switemen, flagmen and watchmen....	Telegraph operators and dispatchers...	Employés—Account floating equipment	All other employés and laborers.....
85 St. L., Ind'p'lis & Eastern R. R. Co.	\$4 35	...	\$2 82	\$1 15	...	\$2 60	\$1 06	\$2 48	\$1 61	\$1 96	\$1 96	\$1 45	\$1 35	\$1 00	\$0 64	...	...	\$1 43
86 St. L. Merch'ls' Bridge Term. Ry. Co.	...	...	...	2 56	...	3 51	2 22	2 45	1 90	2 41	2 16	1 47	2 50	1 25	1 91	\$2 00	...	1 84
87 St. Louis Merchants' Bridge Co.	11 02	...	2 05	1 90	1 58	3 50	2 00	2 75	1 90	2 28	1 73	1 57	1 61	1 17	1 38	1 97	...	1 43
88 St. Louis, Peoria & Northern Ry. Co.	14 47	...	2 79	5 55	1 65	3 99	2 21	2 20	1 91	2 30	1 96	1 79	2 56	1 25	1 89	2 28	...	1 76
89 Term. Railroad Ass'n of St. L.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
90 St. Louis Bridge Co.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
91 Terro Haute & Indianapolis R. R. Co.	7 03	\$4 52	1 60	1 25	1 42	2 49	1 52	2 48	1 58	2 12	2 04	1 91	1 52	1 20	1 18	1 43	...	1 06
92 East St. L. & Carondelet Ry. Co.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
93 St. L., Vandalia & T. H. R. R. Co.	...	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
94 Terre Haute & Peoria R. R. Co.	11 51	7 12	2 01	1 73	1 59	3 55	2 03	3 30	1 86	2 63	2 24	1 86	1 73	1 11	1 11	1 68	...	...
95 Toledo, Peoria & Western Ry. Co.	...	...	...	1 06	1 10	3 19	1 82	3 48	1 88	2 03	2 01	1 61	1 35	1 22	1 58	1 45	...	1 76
96 Toledo, St. L. & K. C. R. R. Co.	...	...	...	91	...	2 50	1 25	2 50	1 54	...	...	...	2 20	1 25	...	...	...	2 03
97 Toluca & Eastern R. R. Co.	3 33	...	...	...	1 63	3 99	2 29	3 56	2 18	1 99	1 99	1 75	1 78	1 18	1 53	2 06	...	97
98 Wash R. R. Co. (The)	14 32	...	2 64	1 85	...	3 60	2 09	2 87	1 56	1 74	1 82	1 74	1 53	1 10	1 66	2 06	...	2 42
99 Wash, Chester & West. R. R. Co. (The)	4 31	...	1 72	1 34	81	2 89	1 50	2 87	1 70	...	...	...	1 74	1 10	1 53	2 06	...	1 82
100 Waukegan & Miss. Valley Ry Co.	13 58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	99
101 Wisconsin Central Co.	...	...	...	1 77	1 93	3 59	2 19	3 28	1 97	...	...	...	...	1 12	2 23	1 97	...	100
102 Chicago & Wisconsin R. R. Co.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	101

(1) Chicago &amp; Ohio River R. R. Co.—Report for seven months ending Jan. 31, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (operated by I. D. &amp; W. Ry Co.)—Report for five months ending June 30, 1899.

(1) Quincy Carrollton &amp; St. Louis Ry.—Report for six months ending June 30, 1899.

## STEAM RAILROADS.

TABLE X.—Description of Equipment, Whole Line, for year ending June 30, 1899.

NAME OF COMPANY.	LOCOMOTIVES.							CARS IN PASSENGER SERVICE.										
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Passenger.....	Freight.....	Switching.....	Totals, Cols.2+3+4.....	Equipped with train brake...	Fitted with automatic couplers.....	First-class passenger cars.....	Second-class passenger cars.....	Combination passenger cars.....	Emigrant cars.	Dining cars...	Parlor cars....	Sleeping cars.	Baggage, express and postal cars	Others.....	Totals, Cols.8+9+10+11+12+13+14+15+16.	Equipped with train brake...	Fitted with automatic coupler.....	
1 A. T. & S. F. R. R. Co. (The).....	308	398	178	884	363	134	22	257	42	57		13	5	147		521	521	521
2 Baltimore & Ohio R. R. Co.....	67	142	29	389	363	134												
3 Balt. & Ohio Southwestern Ry. Co.....	4	3		238	237	150												
4 Belt Railway Co. of Chicago, (The).....	41	110	37	188	183			73	18	8	3			44	2	148	148	8
5 Centralia & Chester R. R. Co. (The).....	30	75	19	124	111	86		78	5	13	2			19	3	120	120	120
6 Chicago & Alton R. R. Co. (The).....	21	45	8	74	74	62		42		3	10							
7 Joliet & Chicago R. R. Co. (The).....	25	75	23	123	123	37		21			1			18		40	40	40
8 Chicago & Eastern Illinois R. R. Co.....	218	657	135	1,010	1,008	421		483	44	115	9	22		193		866	866	866
9 Evansville, T. Haute & Chi. Ry. Co.....	359	389	173	951	947	905		491		84	12	4		199		790	790	790
10 Chicago & Erie R. Co.....	6	7	1	14	14	5		6						5		11	11	7
11 Chi. & Grand Trunk Ry. Co. (The).....																		
12 Grand Trunk Junction Ry. Co.....																		
13 Chicago & Ill. Southern R. R. Co.....																		
14 Chicago & Northwestern Ry. Co.....																		
15 Chi. & Western Indiana R. R. Co.....																		
16 Chi. Burlington & Quincy R. R. Co.....																		
17 Chicago & Iowa R. R. Co.....																		
18 Chi. Burlington & Northern R. R. Co.....																		
19 Galesburg & Rio R. R. Co.....																		
20 Illinois Valley & Northern R. R. Co.....																		
21 Quincy, Alton & St. Louis R. R. Co.....																		
22 St. Louis, R. I. & Chi. R. R. Co.....	10	17	3	30	30	4		13										
23 Chicago Great Western Ry. Co.....								16	16	15	3			7		20	20	20
24 Chicago Junction Ry. Co.....																		
25 Chi. Lake Shore & Eastern Ry. Co.....																		
26 Chi. Milwaukee & St. Paul Ry. Co.....	212	496	115	813	748	29		173		14	8	15		295	2	777	772	759
27 Chi. Peoria & St. L. R. R. Co. of Ill.....	7	19	5	31	3	26		5	4	7				1	18	18	18	18

[illegible]

Table X.—Continued.

NAME OF COMPANY.	CARS IN PASSENGER SERVICE.																		
	LOCOMOTIVES.																		
	Passenger.....	Freight.....	Switching.....	Totals. Cols. 2+3+4.....	Equipped with train brake...	Fitted with automatic coupler.....	First-class passenger cars...	Second-class passenger cars.....	Combination passenger cars.....	Emigrant cars.	Dining cars...	Parlor cars....	Sleeping cars.	Baggage express and postal cars.....	Others.....	Totals. Cols. 8+9+10+11+12+13+14+15+16.	Equipped with train brake...	Fitted with automatic coupler.....	
78 Peoria, Decatur & Evansville Ry. Co.	9	18	2	29	20	.....	13	.....	5	.....	.....	.....	3	3	.....	24	23	24	78
79 Chicago & Ohio River R. R. Co. (1)	2	3	.....	3	3	.....	.....	.....	2	.....	.....	.....	.....	1	.....	2	3	79	80
80 Quincy, Carrollton & St. L. Ry. (1)	4	12	2	18	18	16	7	2	2	.....	.....	.....	.....	3	.....	12	12	81	82
81 Rock Island & Peoria Ry. Co.	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	82	83
82 St. Clair, Mad. & St. L. Belt R. R. Co.	.....	3	.....	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83	84
83 St. L., Belleville & Southern Ry. Co.	.....	3	.....	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84	85
84 St. L., Chi. & St. Paul Ry. Co. of Ill.	2	11	2	15	15	13	12	.....	5	.....	.....	.....	.....	1	.....	18	18	85	86
85 St. L., Ind. & Eastern R. R. Co.	1	8	.....	9	9	2	2	3	7	.....	.....	.....	.....	2	.....	5	5	86	87
86 St. L. Merchants' Bridge Term. Ry. Co.	.....	.....	16	16	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	9	87	88
87 St. Louis Merchants' Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88	89
88 St. Louis, Peoria & Northern Ry. Co.	10	5	1	16	16	16	6	.....	2	.....	.....	.....	.....	8	1	17	17	89	90
89 Term. Railroad Assn. of St. Louis.	.....	.....	23	23	23	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	10	10	90	91
90 St. Louis Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	91	92
91 Terre Haute & Indianapolis R. R. Co.	22	32	18	72	68	65	23	1	8	.....	2	.....	.....	10	.....	44	44	92	93
92 E. St. L. & Carondelet Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	93	94
93 St. L., Vandalia & T. Haute R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94	95
94 Terre Haute & Peoria R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95	96
95 Toledo, Peoria & Western Ry. Co.	10	27	.....	37	34	25	12	.....	5	.....	.....	.....	.....	8	.....	25	25	96	97
96 Toledo, St. Louis & Kas. C. R. R. Co.	13	34	9	56	47	56	10	.....	4	.....	.....	.....	.....	10	3	27	27	97	98
97 Toluen & Eastern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	98	99
98 Wash. R. R. Co. (The)	114	218	72	404	370	141	74	50	41	.....	9	51	.....	107	.....	332	332	99	100
99 Wabash, C. & W. R. R. Co. (The)	2	3	.....	5	5	1	2	1	2	.....	.....	.....	.....	.....	.....	5	5	100	101
100 Waukegan & Miss. Valley Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101	102
101 Wisconsin Central Co.	5	29	4	38	38	.....	9	.....	.....	.....	.....	.....	.....	2	.....	11	11	102	103
102 Chicago & Wisconsin R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	103
Totals.....	2,820	5,491	1,862	10,650	10,249	5,007	3,680	860	682	19	113	156	62	2,128	27	7,727	7,700	7,557	104

(\*) Includes passenger, freight and switching locomotives.

## STEAM RAILROADS.

TABLE X—Description of Equipment—Continued.

NAME OF COMPANY.	CARS IN FREIGHT SERVICE.										CARS IN COMPANY SERVICE.						
	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....	Refrigerator cars.....	Others.....	Total—Cols. 20 +21+22+23+24 +25+26.....	Equipped with train brake...	Equipped with automatic couplers.....	Gravel cars.....	Derrick cars...	Caboose cars..	Others.....	Total—Cols. 30 +31+32+33....	Equipped with train brake...	Equipped with automatic coupler.....
1 Atchison, Topeka & Santa Fe R.R.Co. (The)	11,351	1,547	2,733	7,079		1,032	578	24,323	23,392	20,131	321	8	375	56	760	527	266
2 Baltimore & Ohio R. R. Co.....																	
3 Baltimore & Ohio Southwestern Ry. Co.																	
4 Belt Railway Co. of Chicago (The)																	
5 Central & Western Ry. Co.....	27	30	89	8				146	146	8			6		6		6
6 Chicago & Chester R. R. Co.....	3,041	280	938	1,655		121	74	6,109	1,755	5,117	50	4	109	12	175	2	4
7 Joliet & Chicago R. R. Co. (The)																	
8 Chicago & Eastern Illinois R. R. Co.	2,537	357	169	5,371		1		8,415	3,514	6,812	50	4	56	48	158	59	103
9 Evansville, Terre Haute & Chi. Ry. Co.																	
10 Chicago & Erie R. R. Co.....	982	323	67	415				1,817	523	1,464		3	44	26	73	5	58
11 Chicago & Grand Trunk R. R. Co. (The)	78	126	3				30	251	178	200			56	13	69	2	29
12 Grand Trunk Junction Ry. Co.....																	
13 Chicago & Illinois Southern R. R. Co.																	
14 Chicago & Northwestern Ry. Co.....	20,273	3,895	2,881	4,500		616	4,392	36,587	27,730	36,568		22	546	61	629	63	623
15 Chicago & Western Indiana R. R. Co.												14	2	5	23	6	12
16 Chicago, Burlington & Quincy R. R. Co.	22,991	2,187	5,494	5,269		436	12	36,380	18,000	34,781	10	10	429	105	545	53	374
17 Chicago & Iowa R. R. Co.....	152		1	47				200		15			12		12		16
18 Chicago, Burlington & Northern R.R.Co																	18
19 Galesburg & Rio R. R. Co.....																	
20 Illinois Valley & Northern R. R. Co.																	
21 Quincy, Alton & St. Louis R. R. Co.																	
22 St. Louis, Rock Island & Chicago R.R.Co	386	130	94	261				871				1	15	1	17		20
23 Chicago Great Western Ry. Co.....	1,844	255	386	333		11	2	2,831	1,429	1,724	100	3	85	319	507	107	100
24 Chicago Junction Ry. Co.....			100	200													
25 Chicago, Lake Shore & Eastern Ry. Co.	2,045	258	28	339			183	2,909	1,223	2,751		1	7		8	8	24
26 Chicago, Milwaukee & St. Paul Ry. Co.	23,676	6,162	2,726			715	245	34,524	22,761	33,098		41	498	82	591	30	577
27 Chicago, Peoria & St. Louis R.R.Co. of Ill.	625			895				1,520	843	1,242	7	1	13	14	35	8	2

28	Chicago, Rock Island & Pacific Ry. Co.	11,071	1 326	2,372	1,040	171	58	16,008	8,273	15,820	468	6	298	79	851	75	599	28
29	Peoria & Bureau Valley R. R. Co.																29	29
30	Chicago Terminal Transfer R. R. Co.	1			256			257	1	257	1	8	1	8	10	30	30	31
31	Chicago Union Transfer Ry. Co.																31	32
32	Clev., Cin., Chi. & St. Louis Ry. Co. (The)	8,932	1,064	626	1,442	374		13,038	6,634	11,582	299	13	191	150	653	37	497	32
33	Kankakee & Seneca Ry. Co.																33	33
34	Kankakee & Eastern Ry. Co. (The)																34	34
35	Peoria & Eastern R. R. Co.																35	35
36	DePue, Ladd & Eastern R. R. Co.										26	1		2	29		20	36
37	East St. Louis Connecting Ry. Co.			4														37
38	Elgin, Joliet & Eastern Ry. Co.	300	97		1,530			1,980	1,180	1,542			28	21	50	5	30	37
39	Fulton County Narrow Gauge Ry. Co.	41	18	25	75	8		167	167									38
40	Galesburg & Great Eastern R. R. Co.																	39
41	Illinois Central R. R. Co.	16,321	1,135	1,210	9,602	1,100	19	29,447	17,674	28,089	15	475	333	823	148	784	40	40
42	Blue Island R. R. Co.																	42
43	Chicago, Havana & Western R. R. Co.																	43
44	Chicago, Madison & Northern R. R. Co.																	44
45	Chicago & Springfield R. R. Co.																	45
46	Chicago & Texas R. R. Co.																	46
47	Kankakee & Northwestern R. R. Co.																	47
48	Kankakee & Southern R. R. Co.																	48
49	South Chicago R. R. Co.																	49
50	St. Louis, Alton & Terre Haute R.R. Co.																	50
51	Illinois Terminal R. R. Co.				50			50										51
52	Indiana, Decatur & Western Ry. Co. (1)	1,489	59	57	147	1		1,752	1,062	1,068	1	9	4	14	1	1	52	52
53	Chicago & Ohio River R. R. Co. (2)	5																53
54	Indiana, Illinois & Iowa R. R. Co. (The)		6	39														54
55	Iowa Central Ry. Co.	1,451		117	170			219	5	187	1	1	17		19	1	18	55
56	Jacksonville & St. Louis Ry. Co.	98	5		115			2,316	1,810	2,150			2	40	91	14	11	56
57	Lake Erie & Western R. R. Co.	4,164	430	120	137			4,219	149	149	5	1	4		10		57	57
58	Lake Shore & Michigan Southern Ry. Co.	8,535	2,205	820	5,634			4,871	3,027	3,892			3	48	14	65	58	58
59	LaSalle & Bureau County R. R. Co.							17,244	14,868	17,244	41	15	277	296	599	93	548	59
60	Louisville, Evansville & St. L. Con. R.R. Co.	1,156	83	17	1,005			2,294	1,493	1,876	1	18	25	41	3	8	61	61
61	Louisville & Nashville R. R. Co.	10,925	1,285	956	4,787	629	559	19,141	10,995	16,422	43	16	324	500	885	9	9	61
62	Michigan Central R. R. Co.	5,945	2,607	883	605	35		10,161	4,452	10,031		7	252	198	437	27	436	62
63	Joliet & Northern Indiana R. R. Co.																	63
64	Terminal R. R. Co.																	64
65	Mobile & Ohio R. R. Co. (The)	1,640	350	111	1,146	91	25	3,363	1,513	3,007	46		103	56	205	8	58	65
66	St. Louis & Cairo R. Co.																	66
67	N. Y., Chicago & St. Louis R. R. Co. (The)	2,520	880	59	253	145	265	4,122	226	3,355	4	74	46	121	2	53	67	67
68	Chicago & State Line R. R. Co.																	68
69	Omaha, Kansas City & Eastern R. R. Co.	228	18	294	301	4	848	778	778	778	13	5			18	5	69	69
70	Pawnee R. R. Co.				5													70
71	Pennsylvania Co.	4,872	450	1,998	2,435			9,755	3,526	7,953		162			162	138	71	71
72	Cahmont River Ry. Co.																	72
73	Pittsburg, Ft. Wayne & Chicago Ry. Co.																	73
74	South Chicago & Southern R. R. Co.																	74
75	P., C. & St. L. Ry. Co. (The)	7,236	1,181	1,613	1,456	500		11,708	5,315	10,124		10	281	33	324	26	279	75
76	Englewood Connecting Ry. Co.																	76
77	Peoria & Pekin Union Ry.	5	2		235			242		1242			1		1	1	77	77
78	Peoria, Decatur & Evansville Ry. Co.	575	154	11	219			959	70	163		15		22	38		2	78
79	Chicago & Ohio River R. R. Co. (1)	4																79

Table X—Continued.

CLXXXIV

NAME OF COMPANY.	CARS IN FREIGHT SERVICE.										CARS IN COMPANY SERVICE.							
	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....	Refrigerator cars.....	Others.....	Total—Cols. 20 + 21 + 22 + 23 + 24.....	Equipped with train brake...	Equipped with automatic couplers.....	Gravel cars.....	Derrick cars ..	Caboose cars..	Others.....	Total—Cols. 30 + 31 + 32 + 33.....	Equipped with train brake...	Equipped with automatic coupler.....	
80 Quincy Carrollton & St. Louis Ry.....	4	2	50	19	102			25		463			1	1	1	1	80	
81 Rock Island & Peoria Ry. Co.....	282	23						517	288			1	10	1	12		10	
82 St. Clair, Madison & St. Louis Belt R. R. Co.....																	81	
83 St. Louis, Belleville & Southern Ry. Co.....		20	100	100				120	10	66					57	1	82	
84 St. Louis, Chicago & St. Paul Ry. Co. of Ill.....	627	7		113				747	508	513	30	1		20	2	4	83	
85 St. Louis, Indianapolis & Eastern R.R.Co.....		16	100	100				116		13				2	23		84	
86 St. Louis Merchants' Bridge Term. Ry. Co.....											19			2			85	
87 St. Louis Merchants' Bridge Co.....																	86	
88 St. Louis, Peoria & Northern Ry. Co.....	509	169	14	1,050				1,682	924	1,647	51	1	13	6	71	71	87	
89 Terminal Railroad Ass'n of St. Louis.....											53	1	3	32	80		88	
90 St. Louis Bridge Co.....																	89	
91 Terre Haute & Indianapolis R. R. Co.....	1,568	135	275	573				2,551	1,417	2,049	83	1	35	21	140	9	63	90
92 East St. Louis & Carondelet Ry. Co.....																	91	
93 St. Louis, Vandalia & Terre Haute R.R.Co.....																	92	
94 Terre Haute & Peoria R. R. Co.....																	93	
95 Toledo, Peoria & Western Ry. Co.....	905	8	84	271		5		1,273	715	891			1	16	33	1	2	94
96 Toledo, St. Louis & Kansas City R. R. Co.....	815	163	42	680				1,715	161	813	2	3	25	2	35	2	10	95
97 Topeka & Eastern R. R. Co.....																	96	
98 Wabash R. R. Co. (The).....	7,537		834	4,307		100	17	12,795	5,834	11,351	300	8	220	265	783	84	272	97
99 Wabash, Chester & Western R.R.Co.(The).....	10	4		69				83									100	98
100 Waukegan & Mississippi Valley Ry. Co.....							91										100	99
101 Wisconsin Central Co.....	1,300	135		42	1		1,009	2,487	2,463	2,472			27	2	29	9	101	100
102 Chicago & Wisconsin R. R. Co.....																		101
Total.....	191,094	30,203	28,232	47,473	36	5,956	7,703	330,617	197,368	302,991	2,022	189	5,253	2,920	10,394	1,506	6,169	102

(1) Wabash coal cars and flat cars are not separated.

(2) C., L. S. &amp; E., col. 26, includes coke cars, 2; ore cars, 162; side dump cars, 19; total, 183.

## STEAM RAILROADS.

TABLE X.—*Description of Equipment—Continued.*[illegible]

TABLE X.—Description of Equipment—Concluded.

CLXXXVI

NAME OF COMPANY.	CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.			40	LOCOMOTIVES AND CARS LEASED.			44	45	46
	Number.....	Equipped with train brake....	Fitted with auto- matic coupler.		Number .....	Equipped with train brake....	Fitted with auto- matic coupler.			
30 Chicago Terminal Transfer R. R. Co.....	332			332				372	106	330
31 Chicago Union Transfer Ry. Co.....				14,063	203		192	14,520	7,469	31
32 Cleve., Cin., Chicago & St. L. Ry. Co. (The).....				*	1,765			1,829	1,336	32
33 Kankakee & Seneca Ry. Co.....										33
34 Peoria & Eastern Ry. Co. (The).....										34
35 DePue, Ladd & Eastern R. R. Co.....										35
36 East St. Louis & Eastern Ry. Co.....				33				43	10	36
37 Elgin, Joliet & Eastern Ry. Co.....				2,033				2,084	1,239	37
38 Fulton County Narrow Gauge Ry. Co.....				172				177	177	38
39 Galesburg & Great Eastern R. R. Co.....				5				7	2	39
40 Illinois Central R. R. Co.....				30,891				31,654	19,206	40
41 Blue Island R. R. Co.....										41
42 Chicago, Havana & Western R. R. Co.....										42
43 Chicago, Madison & Northern R. R. Co.....										43
44 Chicago & Springfield R. R. Co.....										44
45 Chicago & Texas R. R. Co.....										45
46 Kankakee & Southwestern R. R. Co.....										46
47 Mound City Ry. Co.....										47
48 Rantoul R. R. Co.....										48
49 South Chicago R. R. Co.....										49
50 St. Louis, Alton & Terre Haute R. R. Co.....				50	1		1	50		50
51 Illinois Terminal R. R. Co.....				1,785				1,863	1,096	51
52 Indiana, Decatur & Western Ry. Co.....				8				11		52
53 Chicago & Ohio River R. R. Co. (2).....				247				272	39	53
54 Indiana, Illinois & Iowa R. R. Co. (The).....				2,444				2,515	1,962	54
55 Iowa Central Ry. Co.....				239				247	167	55
56 Jacksonville & St. Louis Ry. Co.....				5,015				5,125	3,213	56
57 Lake Erie & Western R. R. Co.....										57
58 Lake Shore & Michigan Southern Ry. Co.....	1,916	611	1,916	20,179	884	659	804	20,709	16,475	20,504



## STEAM RAILROADS.

TABLE XI.—*Rails, Ties, Bridges, Ballast, Grade and Overhead Crossings in Illinois for year ending June 30, 1899.*

	NAME OF COMPANY.	1														15
		2	3	4	5	6	7	8	9	10	11	12	13	14		
		RAILS		STEEL.		BALLAST.										
		IRON.	Number of miles— main line and branches .....	Number of miles —main line and branches .....	Tons relaid dur- ing year .....	Number of stations on road.	Length of road unfenced— in miles.....	Miles of stone.....	Miles of gravel.....	Miles of cinders.....	Miles of slag.....	Miles of sand.....	Miles of chatts.....	Miles of burnt clay...	Miles of earth.....	
1	Atchison, Topeka & Santa Fe Ry Co., (The)		280.42	212.13	34,718	72	51.91	3.16	237.17	23.30	6.81				9.68	
2	Baltimore & Ohio R. R. Co.		8.21		3,871	4			8.21							
3	Baltimore & Ohio Southwestern Ry. Co.		375.52	1340.07	259,174	72	187.75	14.00	124.00	46.00		9.00			182.52	
4	Belt Railway Co. of Chicago, (The)	(1)		209.00	16,331	12	6.46	(1)								
5	Centralia & Chester R. R. Co.		96.50		23,000	21	57.88								96.50	
6	Chicago & Alton R. R. Co., (The)		542.78	1097.75	224,800	121	35.00	254.94	120.48	184.47					20.09	
7	Joliet & Chicago R. R. Co., (The)		37.20													
8	Chicago & Eastern Illinois R. R. Co.	11.11	376.35	2532.97	227,673	89	9.00		329.80	11.32	2.00			31.00	13.34	
9	Ev'ville, Terre Haute & Chicago Ry. Co.		5.48						5.48							
10	Chicago & Erie R. R. Co.		21.88	.31	14,400	8		3.25	10.13	7.00	1.50					
11	Chicago & Grand Trunk Ry. Co., (The)		3.90			5			3.90							
12	Grand Trunk Junction Ry. Co.															
13	Chicago and Illinois Southern R. R. Co.		.42												.42	
14	Chicago & Northwestern Ry. Co.		593.97	4154.89	196,851	160			593.97							
15	Chicago & Western Indiana R. R. Co.		48.58	32.00	14,147	18		18.81	7.04	3.64	17.35	1.71				
16	Chicago, Burlington & Quincy R. R. Co.	72.90	730.54	9435.59	392,058	157	94.95	10.55	402.27	171.26	3.46	21.14		31.70	163.15	
17	Chicago & Iowa R. R. Co.		101.94	2.79	19,954	20	6.70		101.94							
18	Chicago & Burlington & Northern R. R. Co.		94.74			20	11.18		73.84			420.90				
19	Galesburg & Rio R. R. Co.		12.23		970	1	1.33		7.22	5.00						
20	Illinois Valley & Northern R. R. Co.		58.76	1.23	18,573	9	5.96		19.93	32.63				6.20	20	
21	Quincy, Alton & St. Louis R. R. Co.	21.93	24.43			5	.25	1.03		2.41				42.92	21	
22	St. Louis, Rock Island & Chi. R. R. Co.		282.88		61,097	66	65.21		112.00	76.67		6.78		61.29	22	
23	Chicago & Great Western Ry. Co.		152.54	4752.00	36,439			15.73	134.15	.96				1.70	23	

24	Chicago Junction Ry. Co.	22.67	2013.42	17,352	20	.....	.....	20.10	2.57	.....	.....	123.27	24
25	Chicago, Lake Shore & Eastern Ry. Co.	125.13	60.00	5,532	4	1.86	.....	.....	1.86	.....	.....	21.08	25
26	Chicago, Milwaukee & St. Paul Ry. Co.	316.68	3398.00	178,715	120	.....	.....	12.10	4.80	.....	.....	46.01	26
27	Chicago, Peoria & St. Louis R.R. Co. of Ill.	106.68	711.54	41,274	48	25.50	.....	24.68	.....	.....	.....	.....	27
28	Chicago, Rock Island & Pacific Ry. Co.	188.02	8691.25	189,612	41	.....	63.17	.....	.....	.....	.....	63.18	28
29	Peoria & Bureau Valley R. R. Co.	46.70	.....	.....	7	5.50	.....	15.57	.....	.....	.....	.....	29
30	Chicago Terminal Transfer R. R. Co.	72.65	763.25	28,675	20	45.15	10.85	.....	.....	.....	.....	28.41	30
31	Chicago Union Transfer Ry. Co.	5.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.35	31
32	Clev., Cin., Chi. & St. L. Ry. Co., (The)	478.39	3793.00	124,855	123	24.57	21.56	22.90	.....	5.91	.....	43.89	32
33	Kankakee & Seneca Ry. Co.	25.58	.....	8,443	13	.....	6.39	1.50	.....	.....	.....	34.19	33
34	Kankakee & Eastern Ry. Co., (The)	122.84	626.21	50,784	26	29.35	122.84	.....	.....	.....	.....	34	34
35	DePue, Ladd & Eastern R. R. Co.	3.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.50	35
36	East St. Louis Connecting Ry. Co.	1.15	88.50	4,757	.....	.....	.....	.....	.....	.....	.....	1.15	36
37	Elgin, Joliet & Eastern Ry. Co.	161.38	68.17	38,863	32	.....	.....	25.00	.....	45.46	.....	.....	37
38	Gulton County Narrow Gauge Ry. Co.	4.00	310.65	13,515	7	6.00	.....	.....	.....	.....	.....	61.00	38
39	Galesburg & Great Eastern R. R. Co.	13.50	149.00	5,000	3	6.00	.....	.....	.....	.....	.....	13.50	39
40	Illinois Central R. R. Co.	705.50	11441.50	611,457	156	174.00	298.00	91.00	.....	.....	.....	58.00	40
41	Blue Island R. R. Co.	3.90	.....	.....	3	.....	3.90	.....	.....	.....	.....	.....	41
42	Chicago, Havana & Western R. R. Co.	131.62	.....	.....	27	87.00	.....	.....	.....	.....	.....	131.62	42
43	Chicago, Madison & Northern R. R. Co.	139.90	.....	.....	43	45.00	25.83	85	.....	.....	.....	11.47	43
44	Chicago & Springfield R. R. Co.	111.47	.....	.....	27	39.00	83.00	11.00	.....	.....	.....	78.70	44
45	Chicago & Texas R. R. Co.	78.70	.....	.....	11	73.00	.....	.....	.....	.....	.....	78.70	45
46	Kankakee & Southwestern R. R. Co.	131.26	.....	.....	27	1.00	41.00	30.00	.....	.....	.....	56.26	46
47	Mound City Ry. Co.	2.87	.....	.....	1	2.87	.....	4.00	.....	.....	.....	2.87	47
48	Rantoul R. R. Co.	66.21	.....	.....	18	.....	.....	.....	.....	.....	.....	66.21	48
49	South Chicago R. R. Co.	4.70	.....	.....	8	.....	1.76	.....	.....	.....	.....	.....	49
50	St. Louis, Alton & Terre Haute R. R. Co.	239.01	.....	.....	48	168.08	39.45	29.57	27.12	.....	.....	142.90	50
51	Illinois Terminal R. R. Co.	1.25	.....	.....	1	1.25	.....	1.25	.....	.....	.....	.....	51
52	Indiana, Decatur & Western Ry. Co.	75.76	67.61	27,829	23	10.35	38.24	10.00	.....	.....	.....	27.52	52
53	Chicago & Ohio River R. R. Co.	46.21	31.20	11,550	21	47.87	.....	.....	.....	.....	.....	77.75	53
54	Indiana, Illinois, & Iowa R. R. Co., (The)	69.61	37.72	17,058	16	4.41	50.00	.....	.....	.....	.....	.....	54
55	Iowa Central Ry. Co.	88.66	4807.90	53,813	21	.....	8.00	11.61	.....	.....	.....	18.50	55
56	Jacksonville & St. Louis Ry. Co.	112.30	.....	15,207	23	13.34	36.66	21.63	5.08	6.79	.....	78.48	56
57	Lake Erie & Western R. R. Co.	118.60	.....	28,515	27	1.20	118.60	33.82	.....	.....	.....	.....	57
58	Lake Shore & Michigan Southern Ry. Co.	14.02	325.00	37,419	8	.....	14.02	.....	.....	.....	.....	.....	58
59	LaSalle & Bureau County R. R. Co.	6.35	1.16	.....	.....	.....	.....	6.35	.....	.....	.....	.....	59
60	LeVelle, Evansville & St. L. Consol. R. R. Co.	154.91	.....	56,125	50	151.97	2.81	.....	.....	.....	.....	82.66	60
61	Cousville & Nashville R. R. Co.	180.41	2158.80	57,856	.....	6.00	117.76	8.91	1.00	.....	69.50	46.74	61
62	Michigan Central R. R. Co.	6.07	.....	9,981	13	.....	6.07	.....	.....	.....	.....	.....	62
63	Joliet & Northern Indiana R. R. Co.	29.00	.....	.....	.....	.....	29.00	.....	.....	.....	.....	.....	63
64	Terminal R. R. Co.	.....	.....	.....	64	.....	.....	.....	.....	.....	.....	.....	64
65	Mobile & Ohio R. R. Co.	1216.25	.....	75,724	.....	41.52	57.30	5.39	.....	35.47	.....	20.32	65
66	St. Louis & Cairo R. R. Co.	100.60	.....	.....	31	.....	.....	.....	.....	.....	.....	.....	66
67	New York, Chi. & St. Louis R.R. Co., (The)	.....	53.02	4,385	.....	.....	.....	.....	.....	.....	.....	.....	67
68	Chicago & State Line R. R. Co., (The)	9.96	.....	.....	2	3.00	8.29	1.67	.....	.....	.....	.....	68
69	Omaha, Kansas City & Eastern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69
70	Pawnee R. R. Co.	9.00	.....	1,479	1	.....	.....	.....	.....	.....	.....	9.00	70
71	Pennsylvania Co.	.....	.....	24,845	.....	.....	.....	.....	.....	.....	.....	.....	71
72	Galumet River Ry. Co.	4.43	.....	.....	1	4.43	.....	.....	.....	.....	.....	.....	72
73	Pittsburg, Ft. Wayne & Chicago Ry. Co.	16.32	.....	.....	10	10.60	13.65	1.57	.....	4.43	.....	.....	73

Table XI.—Continued.

CXC

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
NAME OF COMPANY.	RAILS.			Tons relaid during year.	Number of ties relaid during year.	Number of stations on road.	Length of road unfenced—in miles.	BALLAST.							
	IRON.	STEEL.						Miles of stone.	Miles of gravel.	Miles of cinders.	Miles of slag.	Miles of sand.	Miles of chatts.	Miles of burnt clay...	Miles of earth.....
		Number of miles—main line and branches.....	Number of miles—main line and branches.....												
74 South Chicago & Southern R. R. Co.	10.25	19.23	34,247	1	2.05	2.20	4.15	3.90						74	
75 Pitts, Gunn, Chi. & St. L. Ry. Co., (The)	27.99	19.23	34,247	12	7.38	4.35	23.64	2.35						75	
76 Englewood Connecting Ry. Co.	2.35	3.44	10,907	14	6.00	91	9.07	9.07						76	
77 Peoria & Pekin Union Ry. Co.	18.14	1173.00	122,580	38	4.50	155.16	2.50	1.25						77	
78 Peoria, Decatur & Evansville Ry. Co.	199.99	840.50	12,352	18	10.00	1.00	108.00	2.00						78	
79 Chicago & Ohio River R. R. Co.	64.01	118.00	37,411	28			43							79	
80 Quincy, Carrollton & St. Louis Ry. Co.	(2)	61.50	840.50											80	
81 Rock Island & Peoria Ry. Co.	43	1200.00	2,998	4	12.00	10.50								81	
82 St. Clair, Madison & St. L. Belt R. R. Co.	13.00	181.18	46,527	35	38.21	107.78	2.72	3.84						82	
83 St. Louis, Belleville & Southern Ry. Co.	108.00	56.00	15,255	8	27.80									83	
84 St. Louis, Chi. & St. Paul R. R. Co. of Ill.	2.50		7,505											84	
85 St. Louis, Indianapolis & Eastern R. R. Co.														85	
86 St. L. Merchants' Bridge & Terminal Ry. Co.														86	
87 St. Louis Merchants' Bridge Co.														87	
88 St. Louis, Peoria & Northern Ry. Co.	141.40	5310.00	32,625	22			60.00	38.00				3.00		88	
89 Terminal Railroad Ass'n of St. Louis.	57	159.00	10,031					.57						89	
90 St. Louis Bridge Co.	85													90	
91 Terre Haute & Indianapolis R. R. Co.	12.74	1345.71	127,348											91	
92 East St. Louis & Carondelet Ry. Co.	158.30			42	12.74		158.00	4.00						92	
93 St. L., Vandalia & Terre Haute R. R. Co.	141.36			36	40.00		68.36	17.34					8.74	93	
94 Terre Haute & Peoria R. R. Co.	228.70	657.04	81,233	52	40.00		15.94	64.57						94	
95 Toledo, Peoria & Western Ry. Co.	2.00			43	61.15		163.13	4.95						95	
96 Toledo, St. Louis & Kansas City R. R. Co.	179.49	500.00	86,532	43	38.00		4.90							96	
97 Toluca & Eastern R. R. Co.	4.90			2			17.70	279.00						97	
98 Wabash R. R. Co., (The)	659.60	4436.15	171,887	165	168.50			169.20						98	

99	Wabash, Chester & West'n R. R. Co., (The)	.25	64.58	.....	18,801	17	.....	.....	.....	.....	.....	.....	64.83	99
100	Waukegan & Mississippi Valley Ry. Co.	.....	.....	230.45	2,900	.....	.....	.....	.....	.....	.....	.....	.....	100
101	Wisconsin Central Company	.....	.....	94.61	36,110	20	.....	.....	.....	.....	.....	.....	.....	101
102	Chicago & Wisconsin R. R. Co.	.....	58.25	.....	.....	.....	58.25	.....	.....	.....	.....	.....	.....	102
	Total	289.47	10557.06	81820.52	4,082,796	2,478	1975.03	1089.17	5377.70	1243.22	46.48	317.70	117.47	2560.80
	Less rails, ballast, etc., of Chicago & Ohio River R. R. Co., duplicated	64.01	12.88	.....	.....	.....	12.50	.....	.....	1.25	.05	3.50	.....	72.09
	Total	225.46	10574.18	81820.52	4,082,796	2,478	1962.53	1089.17	5377.70	1241.97	46.43	314.20	117.47	2488.71

(1) Miles of rails and ballast (21.31) included in report of C. &amp; W. I. R. R. Co.

(2) Second-hand steel.



24	Chicago Junction Ry. Co.	9	1,082.0	11	1,685.0	2	4	4	82	12	19	24
25	Chi., Lake Shore & Eastern Ry. Co.	1	332.3						10		7	25
26	Chi., Milwaukee & St. Paul Ry. Co.	79	16,567.0	249	22,363.0	11	10	5	473	41	44	26
27	Chi., Peoria & St. L. R. R. Co. of Ill.	3	375.2	124	20,185.2		1	1	181		15	27
28	Chi., Rock Island & Pacific Ry. Co.	183	10,904.0	69	2,001.0	5	1	5	369	14	23	28
29	Feoria & Bureau Valley R. R. Co.										25	29
30	Chicago Term. Transfer R. R. Co.	5	1,127.0	14	2,442.0	7		3	179	18	51	30
31	Chicago Union Transfer Ry. Co.										31	31
32	C., C. & St. L. Ry. Co. (The)	33	9,576.6	352	35,394.0	4	3	3	741	2	36	32
33	Kankakee & Seneca Ry. Co.	6	2,082.0	29	3,150.0				49	3	3	33
34	Peoria & Eastern Ry. Co. (The)	4	2,292.0	35	3,773.0		1		124	5	13	34
35	DePue, Ladd & Eastern R. R. Co.											35
36	East St. Louis Connecting Ry. Co.											36
37	Elgin, Joliet & Eastern Ry. Co.	39	3,516.0	92	15,223.0		3		145	3	14	37
38	Fulton Co. Narrow Gauge Ry. Co.		350.0	92	10,365.0		2		67		3	38
39	Galesburg & Great East'n R. R. Co.								14		39	39
40	Illinois Central R. R. Co.	162	16,451.0	248	15,129.0	8	15	5	847	13	124	40
41	Blue Island R. R. Co.											41
42	Chi., Havana & Western R. R. Co.	3	509.0	106	6,374.0				36	1	2	42
43	Chi., Madison & North'n R. R. Co.	44	7,236.0	365	27,281.0				182	3	8	43
44	Chicago & Springfield R. R. Co.		706.0	81	5,771.0		16		154	5	4	44
45	Chicago & Texas R. R. Co.	5	1,123.0	90	10,253.0		1		199	3	13	45
46	Kankakee & Southwest'n R. R. Co.	3	335.0	144	8,423.0				57		2	46
47	Mound City Ry. Co.				1,715.0				138		3	47
48	Rantoul R. R. Co.			63	4,899.0				80		5	48
49	South Chicago R. R. Co.				14.0				25		8	49
50	St. L., Alton & Terre Haute R. R. Co.	12	2,032.0	407	33,358.0		4		294	1	9	50
51	Illinois Terminal R. R. Co.								1		51	51
52	Indiana, Decatur & West'n Ry. Co.	1	280.0	56	3,739.0				70		5	52
53	Chi. & Ohio River R. R. Co.	1	150.0	98	5,062.0		1		116		6	53
54	Ind., Illinois & Iowa R. R. Co. (The)	2	456.0	61	4,654.0				78	2	9	54
55	Iowa Central Ry. Co.	3	1,166.7	123	10,680.1		3		102		6	55
56	Jacksonville & St. Louis Ry. Co.	1	150.0	136	14,062.0		1		154		9	56
57	Lake Erie & Western R. R. Co.	15	1,891.0	50	3,572.0				131		10	57
58	Lake Shore & Mich. South'n Ry. Co.	39	3,163.6	1	73.7	1			24	9	7	58
59	LaSalle & Bureau County R. R. Co.										59	59
60	Louisv., Ev. & St. L. Cons. R. R. Co.	6	1,354.7	204	19,261.0		5		300	4	22	60
61	Louisville & Nashville R. R. Co.	3	932.0	132	13,580.1				208	4	13	61
62	Michigan Central R. R. Co.	3	1,243.7	24	662.0	1			6	1	7	62
63	Joliet & North'n Indiana R. R. Co.	24									63	63
64	Terminal R. R. Co.											64
65	Mobile & Ohio R. R. Co.											65
66	St. Louis & Cairo R. R. Co.	8	982.0	243	15,161.0	1			172	1	7	66
67	N. Y. Chi. & St. L. R. R. Co. (The)											67
68	C. & State Line R. R. Co. (The)	1	194.0	2	135.0				2	4	6	68
69	Omaha, K. C. & Eastern R. R. Co.											69
70	Pawnee R. R. Co.			3	660.0				7		1	70
71	Pennsylvania Co.											71
72	Calumet River Ry. Co.	1	44.3						3		1	72
73	Pittsb., Ft. Wayne & Chi. Ry. Co.	16	1,506.8						52	12	7	73
74	South Chi. & Southern R. R. Co.	2	229.4	3	285.0	13	1		16	1	2	74

*Table XI.--Concluded.*

[illegible]

[illegible]

TABLE XII.—Consumption of Fuel by Locomotives in Tons, in Illinois, for year ending June 30, 1899.

NAME OF COMPANY.	PASSENGER.						FREIGHT.					
	WOOD—CORDS.			Miles run.			WOOD—CORDS.			Miles run.		
	Coal—Tons.	Hard.	Soft.	Total fuel consumed—Tons.	Av. pounds consumed per mile.	Coal—Tons.	Hard.	Soft.	Total fuel consumed—Tons.	Coal—Tons.	Hard.	Soft.
1	2	3	4	5	6	7	8	9	10	11	12	13
1 Archison, T. & S. F. Ry. Co. (The)	41,341	889	.....	41,931	857,581	97.79	59,214	1,273	.....	60,063	1,230,697	97.61
2 Baltimore & Ohio R. R. Co.	2,275	.....	10	2,280	68,417	68.67	5,569	.....	18	5,518	82,387	133.95
3 Baltimore & Ohio S. W. Ry. Co.	47,431	.....	39	47,457	1,091,230	86.74	115,730	.....	121	115,800	1,518,050	152.56
4 Belt Ry. Co. of Chicago (The)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Centella & Chester R. R. Co.	4,273	70	.....	4,338	160,116	54.00	2,960	20	.....	2,978	66,190	89.00
6 Chicago & Alton R. R. Co. (The)	76,993	1,609	.....	78,006	1,876,795	83.13	127,649	1,834	.....	128,872	2,445,323	120.14
7 Joliet & Chicago R. R. Co. (The)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Chicago & Eastern Ill. R. R. Co.	30,489	.....	.....	30,469	785,008	77.63	100,036	.....	.....	100,036	1,120,816	178.51
9 Evansville, T. H. & Chi. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 Chicago & Erie R. R. Co.	2,276	15	.....	2,296	61,398	74.50	10,223	45	.....	10,254	146,477	146.00
11 Chi. & Grand Trunk Ry. Co. (The)	7,357	.....	40	7,377	165,759	89.01	9,528	.....	65	9,560	137,836	138.66
12 Grand Trunk Junction Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Chicago & Illinois Southern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14 Chicago & North Western Ry. Co.	153,496	269	542	153,946	3,955,205	77.84	233,781	275	559	234,241	4,076,037	114.94
15 Chi. & Western Indiana R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16 Chi. Burlington & Quincy R. R. Co.	82,952	1,116	.....	83,336	2,542,834	65.95	241,924	3,171	.....	244,038	4,470,259	109.18
17 Chicago & Iowa R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18 Chi., Burlington & N. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19 Chicago & Rock Island R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20 Illinois V. & Northern R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21 Quincy, Alton & St. L. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22 St. L., R. Island & Chi. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23 Chicago Great Western Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24 Chicago Junction Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25 Chi., Lake Shore & East'n Ry. Co.	.....	.....	.....	.....	.....	.....	43,053	.....	.....	43,172	1,174,713	73.50
26 Chi., Mt. & St. Paul Ry. Co.	50,842	.....	194	50,389	1,191,458	85.51	19,522	.....	237	19,522	383,810	19.66
27 Chi., P. & St. L. R. R. Co. of Ill.	6,592	.....	.....	6,592	253,875	51.33	101,250	.....	.....	104,449	2,443,275	85.50
28 Chi., Rock Island & Pacific Ry. Co.	51,394	151	.....	51,456	1,414,361	72.80	29,955	131	.....	29,955	474,562	126.24
29 Peoria & Bureau Valley R. R. Co.	.....	.....	.....	.....	.....	.....	76,513	.....	.....	76,601	1,327,923	115.37
30 Chicago Term. Transfer R. R. Co.	5,763	.....	.....	5,703	.....	.....	.....	.....	.....	.....	.....	.....
31 Chicago Union Transfer Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32 Cleve., C. & St. L. Ry. Co. (The)	45,309	479	.....	45,628	1,262,842	72.05	108,853	773	.....	109,369	1,618,124	135.17
33 Kankakee & Seneca Ry. Co.	43	1	.....	44	1,188	73.51	6,306	41	.....	6,353	80,329	157.68

34	Peoria & Eastern Ry. Co. (The).....	7,226	151	7,317	267,257	54,398	26,296	198	26,427	291,761	181.15	34
35	DePue, Ladd & Eastern R. R. Co.											35
36	East St. Louis Connecting Ry. Co.											36
37	Elgin, Joliet & Eastern Ry. Co.	1,158	34	1,181	28,961	81.56	56,248	865	56,824	737,890	154.02	37
38	Fulton County N. Gauge Ry. Co.	744		744	39,066	38.09	1,070		1,070	38,586	55.46	38
39	Galesburg & G. Eastern R. R. Co.											39
40	Illinois Central R. R. Co.	167,097	2,936	169,048	4,956,794	68.21	381,335	3,914	383,944	6,263,717	122.59	40
41	Blue Island R. R. Co.											41
42	Chi., Havana & West'n R. R. Co.											42
43	Chi., Madison & North'n R. R. Co.											43
44	Chicago & Springfield R. R. Co.											44
45	Chicago & Texas R. R. Co.											45
46	Kankakee & Southw'n R. R. Co.											46
47	Mound City Ry. Co.											47
48	Rantoul R. R. Co.											48
49	South Chicago R. R. Co.											49
50	St. L., Alton & T. Haute R. R. Co.											50
51	Illinois Terminal R. R. Co.											51
52	Ind., Decatur & Western Ry. Co.	5,612		5,612	162,206	35.29	5,506		5,506	96,963	113.59	52
53	Chicago & Ohio River R. R. Co. (2)	2,278		2,288	9,108	52.26	714		714	27,323	52.26	53
54	Indiana, Ill. & Iowa R. R. Co. (The)	1,275	34	1,298	568	45.67	13,922	144	14,018	3,239	86.57	54
55	Iowa Central Ry. Co.	3,735		3,791	132,152	57.40	18,507	126	18,595	371,559	100.00	55
56	Jacksonville & St. Louis Ry. Co.											56
57	Lake Erie & Western R. R. Co.	5,013	181	5,164	201,699	51.20	15,850	204	15,986	226,680	141.05	57
58	Lake Shore & Mich. South'n Ry. Co.	4,452	30	4,472	124,346	71.92	3,779	15	3,789	68,315	110.92	58
59	LaSalle & Bureau County R. R. Co.											59
60	Louis., E. & St. L. Cons. R. R. Co.	9,914	78	9,966	278,891	71.47	26,389	209	26,528	390,658	135.81	60
61	Louisville & Nashville R. R. Co.	13,825		13,865	327,832	84.59	34,279	129	34,343	490,148	140.13	61
62	Michigan Central R. R. Co.	6,080	80	6,080	207,140	58.70	15,684		15,684	252,116	124.42	62
63	Joliet, North'n & Ind. R. R. Co.											63
64	Terminal R. R. Co.											64
65	Mobile & Ohio R. R. Co. (The)	9,495	58	9,524	298,171	63.88	53,346		53,454	999,467	106.97	65
66	St. Louis & Cairo R. R. Co.											66
67	New York, Chi. & St. L. R. R. Co.	1,543	9	1,548	42,136	73.48	2,178	12	2,186	38,656	113.11	67
68	Chicago & State Line R. R. Co.											68
69	Omaha, K. C. & Eastern R. R. Co.											69
70	Pawnee R. R. Co.	145										70
71	Pennsylvania Co.	3,712	54	3,748	114,517	65.46	10,638	92	10,639	199,831	107.06	71
72	Calumet River Ry. Co.											72
73	Pittsburg, Ft. W. & Chi. Ry. Co.											73
74	South Chicago & South'n R. R. Co.											74
75	P. C. C. & St. L. Ry. Co. (The)	3,472		3,495	111,625	62.63	10,935	81	16,989	186,712	117.71	75
76	Englewood Connecting Ry. Co.											76
77	Peoria & Pekin Union Ry. Co.	1,719	28	1,733	48,284	71.75	1,149	18	1,158	32,256	71.75	77
78	Peoria, D. & Evansville Ry. Co.	7,948	105	8,018	330,519	48.51	21,396	83	21,451	346,962	123.65	78
79	Chi. & Ohio River R. R. Co. (1)	476		476	12,805	74.34	1,429	24	1,445	38,416	75.20	79
80	Q. Carrollton & St. L. Ry. Co. (1)											80
81	Rock Island & Peoria Ry. Co.	5,752		5,752	176,628	65.06	12,998		12,998	254,470	102.16	81
82	St. Clair, M. & St. L. Belt R. R. Co.											82
83	St. L., Belleville & South'n Ry. Co.											83
84	St. L., Chi. & St. P. Ry. Co. of Ill.	5,475		5,475	143,301	76.42	13,225		13,225	171,635	154.11	84
85	St. L., Indianapolis & E. R. R. Co.	1,213		1,213	39,882	61.90	3,615		3,615	47,094	154.00	85

TABLE XII.—Consumption of Fuel by Locomotives in Tons, in Illinois, year ending June 30, 1899.—Continued.

NAME OF COMPANY.	PASSENGER.						FREIGHT.					
	Coal— Tons.	WOOD—CORDS.		Total fuel con- sumed— Tons.	Miles run.	Av. pounds consumed per mile..	Coal— Tons.	WOOD—CORDS.		Total fuel con- sumed— Tons.	Miles run.	Average pounds consumed per mile.
		Hard.	Soft.					Hard.	Soft.			
86 St. Louis Mer. Bridge Term. Ry. Co.												85
87 St. Louis Merchants' Bridge Co.												87
88 St. Louis, P. & Northern Ry. Co.												88
89 Terminal R. R. Ass'n of St. Louis												89
90 St. Louis Bridge Co.	30,490	477		31,444	846,428	74.30	64,150	642		65,434	904,562	144.68
91 T. Haute & Indianapolis R. R. Co.												91
92 East St. L. & Carondelet Ry. Co.												92
93 St. L. Vandalia & T. H. R. R. Co.												93
94 Terre Haute & Peoria R. R. Co.	9,692	333		9,915	370,963	53.45						94
95 Toledo, Peoria & Western Ry. Co.	11,901			11,901	318,923	74.63	26,829	847		27,403	543,325	95
96 Toledo, St. L. & K. C. R. R. Co.							32,176			32,176	435,227	96
97 Topeka & Eastern R. R. Co.	65,052	742		65,784	1,868,405	70.42	143,672	1,135		144,807	2,135,085	97
98 Wabash R. R. Co. (The)	1,578			1,578	62,017	50.88	2,203			2,203	44,816	98
99 Wabash, C. & W. R. R. Co. (The)												99
100 Waukegan & Miss. Valley Ry. Co.	10,574	91		10,620	209,316	107.40	10,371			10,416	205,232	100
101 Wisconsin Central Company												101
102 Chicago & Wisconsin R. R. Co.												102
Totals.....	1,065,013	9,809	1,159	1,042,985	27,423,137		2,305,329	46,155	1,851	2,318,286	38,352,209	...



TABLE XII.—Consumption of Fuel

	14	15	16	17	18	19
NAME OF COMPANY.	SWITCHING.					
	Coal— Tons.	WOOD— CORDS.		Total fuel con- sumed—tons.	Miles run.....	Average p'nds consumed per mile.....
		Hard	Soft.			
1 Arch., Top. & Santa Fé R'y Co., (The)	12,667	516	.....	13,011	494,038	52.67
2 Baltimore & Ohio R. R. Co.	15,677	.....	.....	15,677	435,811	71.94
3 Balt. & O. Southw'n R'y Co.	22,819	.....	12	22,827	590,502	77.31
4 Belt R'y Co. of Chicago (The)	51,450	100	.....	51,517	801,928	128.50
5 Centralia & Chester R. R. Co.	250	.....	.....	250	8,500	58.00
6 Chi. & Alton R. R. Co. (The)	25,811	581	.....	26,200	680,837	76.96
7 Joliet & Chi. R. R. Co. (The)	.....	.....	.....	.....	.....	.....
8 Chi. & Eastern Ill. R. R. Co.	24,269	.....	.....	24,269	485,622	99.95
9 Evan., T. H. & Chi. R'y Co.	.....	.....	.....	.....	.....	.....
10 Chicago & Erie R. R. Co.	1,771	10	.....	1,777	52,023	68.30
11 Chi. & Grand Trunk R. R. Co., (The)	10,964	.....	25	10,977	246,613	89.02
12 Grand Trunk Junction R'y Co.	.....	.....	.....	.....	.....	.....
13 Chi. & Ill. Southern R. R. Co.	.....	.....	.....	.....	.....	.....
14 Chi. & Northwestern R'y Co.	84,173	179	362	84,473	2,690,573	62.79
15 Chi. & West'n Ind. R. R. Co.	7,361	49	.....	7,394	283,480	52.16
16 Chi., Bur. & Quiney R. R. Co.	59,520	722	.....	60,001	1,808,280	66.36
17 Chicago & Iowa R. R. Co.	.....	.....	.....	.....	.....	.....
18 Chi., Bur. & N'th'n R.R. Co.	.....	.....	.....	.....	.....	.....
19 Galesburg & Rio R. R. Co.	.....	.....	.....	.....	.....	.....
20 Ill. Valley & N'th'n R. R. Co.	.....	.....	.....	.....	.....	.....
21 Q., Alt. & St. L. R. R. Co.	.....	.....	.....	.....	.....	.....
22 St. L., R. I. & Chi. R. R. Co.	.....	.....	.....	.....	.....	.....
23 Chi. Great Western R'y Co.	.....	.....	.....	.....	.....	.....
24 Chicago Junction R'y Co.	.....	.....	.....	.....	.....	.....
25 Chi., L. S. & Eastern R'y Co.	43,848	.....	.....	43,848	1,821,190	41.53
26 Chi., Mil. & St. Paul R'y Co.	24,506	.....	94	24,553	574,418	85.49
27 C., P. & St. L. R. R. Co. of Ill.	7,291	.....	.....	7,291	284,549	51.24
28 Chi., Rock Island & Pac. Ry Co.	41,852	167	.....	41,961	1,666,807	50.35
29 Peo. & Bureau Val. R'y Co.	.....	.....	.....	.....	.....	.....
30 Chi. Term. Transfer R. R. Co.	36,643	.....	.....	36,643	.....	.....
31 Chi. Union Transfer R'y Co.	.....	.....	.....	.....	.....	.....
32 Clev., Cin., Chi. & St. L. R'y Co., (The)	33,857	383	.....	34,112	956,508	71.33
33 Kankakee & Seneca R'y Co.	.....	.....	.....	.....	.....	.....
34 Peo. & East'n R'y Co. (The)	3,476	50	.....	3,509	69,820	100.32
35 DePue, Ladd & East. R. Co.	.....	.....	.....	.....	.....	.....
36 E. St. L. Connecting R'y Co.	13,323	.....	.....	13,323	474,920	56.11
37 Elgin, Joliet & East'n R'y Co.	13,531	397	.....	13,796	338,273	81.60
38 Fulton Co. Narrow Gauge	.....	.....	.....	.....	.....	.....
39 Galesb'g & G. East'n R.R. Co.	.....	.....	.....	.....	.....	.....
40 Illinois Central R. R. Co.	*119,995	2,140	.....	121,422	3,247,473	74.78
41 Blue Island R. R. Co.	.....	.....	.....	.....	.....	.....
42 Chi., Hav. & West'n R.R. Co.	.....	.....	.....	.....	.....	.....
43 Chi., Mad. & N. R. R. Co.	.....	.....	.....	.....	.....	.....
44 Chi. & Springfield R. R. Co.	.....	.....	.....	.....	.....	.....
45 Chicago & Texas R. R. Co.	.....	.....	.....	.....	.....	.....
46 Kank. & S'th'w'n R. R. Co.	.....	.....	.....	.....	.....	.....
47 Mound City R'y Co.	.....	.....	.....	.....	.....	.....
48 Rantoul R. R. Co.	.....	.....	.....	.....	.....	.....
49 South Chicago R. R. Co.	.....	.....	.....	.....	.....	.....
50 St. L., Alt. & T. H. R.R. Co.	.....	.....	.....	.....	.....	.....
51 Ill. Terminal R. R. Co.	.....	.....	.....	.....	.....	.....
52 Ind., Dec. & Western R'y Co.	2,152	.....	.....	2,152	54,416	79.11
53 Chi. & Ohio R. R. Co. (2)	284	.....	.....	284	10,958	51.83
54 Ind., Ill. & Ia. R. R. Co.	3,262	37	.....	3,287	1,088	60.43
55 Iowa Central R'y Co.	3,128	37	.....	3,153	52,910	118.90
56 Jack. & St. Louis R. R. Co.	.....	.....	.....	.....	.....	.....
57 Lake Erie & West'n R. R. Co.	3,511	54	.....	3,547	100,416	70.65
58 L. S. & Mich. S. R'y Co.	26,966	153	.....	27,068	720,513	75.13
59 LaSalle & Bureau Co. R.R. Co.	.....	.....	.....	.....	.....	.....
60 L., E. & St. L. Con. R. R. Co.	9,543	78	.....	9,595	205,187	93.52
61 Louisv. & Nashv. R. R. Co.	9,835	.....	59	9,864	324,280	60.84
62 Michigan Central R. R. Co.	13,876	.....	.....	13,876	403,720	68.74
63 Joliet & N. Ind. R. R. Co.	.....	.....	.....	.....	.....	.....

[illegible]

TABLE XII.—Consumption of Fuel

NAME OF COMPANY.	14	15	16	17	18	19
	SWITCHING.					Average p'nds consumed per mile.....
	Coal— Tons.	WOOD— CORDS.		Total fuel con- sumed—tons.	Miles run.....	
		Hard	Soft.			
64 Terminal R. R. Co.....	7,056			7,056	297,197	47.48
65 Mobile & Ohio R. R. Co. (The).....						
66 St. L. & Cairo R. R. Co.....	9,240	53		9,276	260,772	71.14
67 N. Y. C. & St. L. R. R. Co.....						
68 Chi. & State Line R. R. Co.....						
69 Oma., K. C. & Eastern R. R. Co.....	24			24	600	80.00
70 Pawnee R. R. Co.....	3,612	39		3,638	102,326	71.11
71 Pennsylvania Co.....						
72 Calumet River R'y Co.....						
73 Pitts., Ft. W. & Chi. R'y Co.....						
74 So. Chi. & South'n R. R. Co.....						
75 P., Cin., C. & St. L. R'y Co., (The).....	3,662	41		3,690	90,456	81.58
76 Englew'd Con. R'y Co.....						
77 Peoria & Pekin Union R'y Co.....	19,500		314	19,657	547,742	71.75
78 Peo., Dec. & Evansv. R'y Co.....	2,873			2,873	143,456	40.05
79 Chi. & Ohio R. R. Co. (1).....	142			142	5,113	55.54
80 Q., Carrollton & St. L. R'y (1).....						
81 Rock Island & Peoria R'y Co.....	2,390			2,390	87,932	54.36
82 St. Clair, Mad. & St. L. Belt.....						
83 St. L., Bellev. & So. R'y Co.....						
84 St. L., C. & St. P. R'y Co. of Ill.....	1,314			1,314	71,789	36.59
85 St. L., Ind'polis & E. R. R. Co.....						
86 St. L. Mer. Br'ge Ter. R'y Co.....						
87 St. L. Mer. Bridge Co.....						
88 St. L., Peoria & N. R'y Co.....						
89 Ter. R. R. Ass. of St. Louis.....						
90 St. Louis Bridge Co.....						
91 Terre Haute & Ind. R. R. Co.....	15,113	417		15,947	378,758	84.21
92 E. St. L. & Caron. R'y Co.....						
93 St. L., Van. & T. H. R. R. Co.....						
94 Terre Haute & Peo. R. R. Co.....						
95 Tol., Peo. & West'n R'y Co.....						
96 Tol., St. L. & K. C. R. R. Co.....	6,837			6,837	224,461	60.92
97 Toluca & Eastern R. R. Co.....						
98 Wabash R. R. Co. (The).....						
99 Wab., Chester. & W. R. R. Co., (The).....	301			301	8,764	68.82
100 Wauk. & Miss. Val. R'y Co.....	532			532		
101 Wisconsin Central Company.....	9,232		80	9,272	182,711	72.30
102 Chi. & Wisconsin R. R. Co.....						
Total .....	809,439	6,206	946	814,609	22,287,729	.....

(1) Chicago &amp; Ohio River R. R. Co. Report for seven months ending January 31, 1899.

(2) Chicago &amp; Ohio River R. R. Co. (Operated by I., D. &amp; W. Ry. Co.) Report for five months ending June 30, 1899.

(1) Quincy, Carrollton &amp; St. Louis Ry. Report for six months ending June 30, 1899.

## by Locomotives—Concluded.

20	21	22	23	24	25	26	27	28	29	30	
CONSTRUCTION.						Grand total fuel consumed—tons.....	Grand total miles run.....	Average pounds consumed per mile....	Average cost coal per ton at distribution point.....	Average cost wood per cord at distribution point.....	
Coal. Tons.	WOOD—CORDS.		Total fuel consumed—tons..	Miles run.....	Average pounds consumed per mile.....						
	Hard	Soft.									
2,438			2,438	112,381	43.40	72,472	1,707,216	84.90	89	1 05	64
17			17	322	105.59	13,027	341,886	76.21	1 34	99	65
											66
362	6		365	21,621	62.93	604	17,520	68.90	86		67
						18,450	428,295	86.16	1 10	1 01	68
											69
303	2		305	8,499	71.71	18,479	397,292	93.02	92	1 50	70
											71
						22,548	628,282	71.75	85	1 24	72
2,134			2,134	73,443	58.11	34,476	894,380	77.09	89	32	73
						2,063	56,334	72.96	1 05	80	74
						2,301	47,278	97.32	78	2 50	75
839			839	36,993	45.36	21,979	556,023	79.06	1 34		76
											77
2,993			2,993	76,028	78.74	23,007	462,753	99.44	63		78
						4,828	86,976	111.00	73		79
						11,869			99	3 25	80
											81
						33,524			80		82
						22,350					83
2,806			2,806	51,220	109.57	115,631	2,180,963	106.40	80	75	84
											85
											86
738	24		754	36,876	40.90	38,072	951,158	80.05	91	1 69	87
1,026			1,026	15,406	133.25	51,940	994,017	104.51	90		88
						544	4,920	221.14			89
139,678	447		40,125	860,442	94.36	250,716	4,853,932	103.30	82	92	90
127			127	3,590	70.57	4,209	119,187	70.63	66		91
						532			1 78		92
597		5	599	11,830	94.40	30,907	609,089	101.50	1 64	60	93
											94
128,932	1,095	82	129,860	3,124,256	.....	4,356,801	92,981,236	.....	.....	.....	95
											96
											97
											98
											99
											100
											101
											102

\* Includes 983 tons of coke.

† Includes both switching and construction.

TABLE XIII.—*Accidents in Illinois*

	1	2	3	4	5	6	7	8	9	10
		PAS- SENGER.			EMPLOYES.			OTHERS.		
NAME OF COMPANY.										
		Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....
1 Atchison, Topeka & Santa Fé Ry. Co., (The)...	9	9	4	27	31	11	18	29		
2 Baltimore & Ohio R. R. Co.....	1	1	2	8	10	8	5	13		
3 Baltimore & Ohio Southwestern Ry. Co.....	18	18	4	94	96	4	11	15		
4 Belt Railway Co. of Chicago (The).....				19	23	2	3	5		
5 Centralia & Chester R. R. Co.....	1	1		6	6		2			
6 Chicago & Alton R. R. Co. (The).....			7	21	28	35	20	55		
7 Joliet & Chicago R. R. Co. (The).....										
8 Chicago & Eastern Illinois R. R. Co.....	1	6	7	44	52	16	17	33		
9 Evansville, Terre Haute & Chicago Ry. Co..										
10 Chicago & Erie R. R. Co.....	1	1	3	37	40	7	11	18		
11 Chicago & Grand Trunk Ry. Co. (The).....				4	4	5		5		
12 Grand Trunk Junction Ry. Co.....										
13 Chicago & Illinois Southern R. R. Co.....										
14 Chicago & Northwestern Ry. Co.....	5	13	18	32	50	67	43	110		
15 Chicago & Western Indiana R. R. Co.....				6	6	3	2	5		
16 Chicago, Burlington & Quincy R. R. Co.....	2	1	3	14	2	16	47	9	56	
17 Chicago & Iowa R. R. Co.....		5	5	1	3	4	1	1		
18 Chicago, Burlington & Northern R. R. Co....										
19 Galesburg & Rio R. R. Co.....										
20 Illinois Valley & Northern R. R. Co.....				2		2	3	1	4	
21 Quincy, Alton & St. Louis R. R. Co.....										
22 St. Louis, Rock Island & Chicago R. R. Co....				2		2	7	2	9	
23 Chicago Great Western Ry. Co.....	5	5	7	23	30	2	5	7		
24 Chicago Junction Ry. Co.....			3	69	72	9	63	72		
25 Chicago, Lake Shore & Eastern Ry. Co.....			4	33	37	5	5	10		
26 Chicago, Milwaukee & St. Paul Ry. Co.....	1	2	3	14	35	49	26	34	60	
27 Chicago, Peoria & St. Louis R. R. Co. of Ill..			1	81	82	6	8	14		
28 Chicago, Rock Island & Pacific Ry. Co.....	23	23	4	3	7	25	15	40		
29 Peoria & Bureau Valley R. R. Co.....										
30 Chicago Terminal Transfer R. R. Co.....	3	3	3	40	43	8	13	21		
31 Chicago Union Transfer Ry. Co.....										
32 Cleve., Cin., Chi. & St. L. Ry. Co. (The).....	19	19	9	99	108	18	30	48		
33 Kankakee & Seneca Ry. Co.....						1		1		
34 Peoria & Eastern Ry. Co. (The).....	1	14	15	3	39	42	6	7	13	
35 De Pue, Ladd & Eastern R. R. Co.....										
36 East St. Louis Connecting Ry. Co.....			1	25	26	1	2	3		
37 Elgin, Joliet & Eastern Ry. Co.....	1	1	7	131	138		9	9		
38 Fulton County Narrow Gauge Ry. Co.....										
39 Galesburg Great Eastern R. R. Co.....										
40 Illinois Central R. R. Co.....	6	16	22	34	12	46	71	18	88	
41 Blue Island R. R. Co.....										
42 Chicago, Havana & Western R. R. Co.....										
43 Chicago, Madison & Northern R. R. Co.....										
44 Chicago & Springfield R. R. Co.....										
45 Chicago & Texas R. R. Co.....										
46 Kankakee & Southwestern R. R. Co.....										
47 Mound City Ry. Co.....										
48 Rantoul R. R. Co.....										
49 South Chicago R. R. Co.....										
50 St. Louis, Alton & Terre Haute R. R. Co....										
51 Illinois Terminal R. R. Co.....										
52 Indianapolis, Decatur & Western Ry. Co.....				2	2					
53 Chicago & Ohio River R. R. Co. (2).....				1	1					
54 Indiana, Illinois & Iowa R. R. Co.....				9	9	1		1		
55 Iowa Central Ry. Co.....	3	3	1	57	58					

## RAILROADS.

for year ending June 30, 1899.

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
TOTAL.		Grand total .....	KIND OF ACCIDENT.																		
			COUP- LING AND UN- COUP- LING.	FALL- ING FROM TRAINS AND EN- GINES.	OVER- HEAD OB- STRUC- TIONS.	COL- LIS- IONS.	DE- RAIL- MENTS.	OTHER TRAIN ACCI- DENTS.	AT HIGH- WAY CROSS- INGS.		AT STA- TIONS.		OTHER CAUSES.								
									Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....					
15	54	69	...	13	...	1	...	...	...	6	...	...	...	...	...	2	6	...	13	28	1
10	14	24	...	4	...	2	...	...	1	1	...	...	...	...	...	1	3	...	8	3	2
6	123	129	...	1	1	15	...	...	...	...	...	20	...	1	...	1	2	15	1	47	3
...	22	28	...	7	...	5	...	...	...	...	...	...	...	...	...	...	...	...	5	11	4
42	9	9	...	3	17	1	...	...	1	1	...	...	...	...	...	...	1	4	...	...	5
...	41	53	...	3	17	1	...	...	...	...	...	...	...	...	...	...	...	...	35	20	7
25	67	92	...	3	17	5	8	...	...	3	...	3	...	...	...	4	5	1	4	12	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
10	49	59	...	...	8	...	3	...	...	1	...	1	...	...	...	5	3	...	1	5	9
5	4	9	...	...	...	1	...	...	...	...	...	1	...	...	...	1	4	1	...	33	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	11
90	88	178	...	1	11	2	3	...	1	3	4	...	...	...	...	22	14	1	3	61	52
3	8	11	...	...	1	...	...	...	1	...	...	...	...	...	...	1	...	...	2	2	13
63	12	75	...	1	4	...	...	...	1	2	1	...	...	...	...	13	3	12	2	32	4
2	8	10	...	...	...	...	...	...	...	...	1	8	...	...	...	...	...	...	1	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
5	1	6	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	2	1	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
9	3	11	...	1	...	1	...	...	...	4	...	...	...	...	...	...	...	...	7	1	21
12	132	144	...	...	5	2	5	1	...	...	5	...	...	...	...	2	...	...	5	2	22
9	38	47	...	1	11	2	7	...	2	1	...	1	...	...	...	1	11	8	51	1	23
41	71	112	...	2	4	4	4	...	...	...	...	...	...	6	4	...	1	...	...	45	24
7	89	96	...	...	15	2	2	...	2	...	...	2	...	...	...	7	7	28	54	...	13
29	41	70	...	...	2	...	...	...	...	...	...	25	...	...	...	4	2	...	1	22	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
11	56	67	...	1	8	...	5	...	...	...	...	1	...	...	...	2	2	...	1	7	27
27	148	175	...	...	18	7	36	...	...	4	1	15	...	...	...	4	5	5	55	10	31
10	60	70	...	1	6	...	9	...	6	1	6	...	13	...	...	1	2	3	13	4	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
2	27	29	...	6	...	5	...	...	...	3	...	1	...	2	3	...	...	...	12	...	34
7	141	148	...	2	12	2	7	...	...	...	3	...	3	...	9	...	3	1	1	2	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
111	46	157	...	2	...	25	13	2	...	5	7	...	11	67	8	1	...	...	9	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	2	3	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
...	9	10	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
1	60	61	...	1	4	...	...	...	...	3	...	2	...	...	13	1	...	...	...	...	43
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55

Table XIII.

1	2	3	4	5	6	7	8	9	10
NAME OF COMPANY.	PAS- SENGER.			EMP-LOYES.			OTHERS.		
	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....
56 Jacksonville & St. Louis Ry. Co.....	.....	.....	.....	1	5	6	2	1	3
57 Lake Erie & Western R. R. Co.....	.....	.....	.....	.....	20	26	6	13	19
58 Lake Shore & Michigan Southern.....	1	.....	1	6	.....	.....	.....	.....	.....
59 LaSalle & Bureau County R. R. Co.....	.....	.....	.....	1	52	53	1	2	3
60 Louisville, Evansville & St. L. Con. R. R. Co..	.....	.....	.....	.....	17	17	4	4	8
61 Louisville & Nashville R. R. Co.....	.....	.....	.....	1	4	5	3	3	6
62 Michigan Central R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63 Joliet & Northern Indiana R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64 Terminal R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65 Mobile & Ohio R. R. Co. (The).....	2	.....	2	3	49	52	4	5	9
66 St. Louis & Cairo R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67 New York, Chicago & St. Louis R. R. Co (The)	.....	1	1	1	79	80	.....	2	2
68 Chicago & State Line R. R. Co. (The).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69 Omaha, Kansas City & Eastern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70 Pawnee R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71 Pennsylvania Co.....	.....	7	7	4	251	255	5	17	22
72 Calumet River Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73 Pittsburg, Ft. Wayne & Chicago.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74 South Chicago & Southern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75 Pitt., Cin., Chi. & St. L. Ry. Co. (The).....	.....	1	1	3	48	51	4	20	24
76 Englewood Connecting Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77 Peoria & Pekin Union Ry. Co.....	.....	3	3	1	38	39	.....	3	3
78 Peoria, Decatur & Evansville Ry. Co.....	.....	3	3	1	8	9	4	6	10
79 Chicago & Ohio River R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80 Quincy, Carrollton & St. Louis Ry. Co. (1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
81 Rock Island & Peoria Ry. Co.....	.....	1	1	2	8	10	2	2	4
82 St. Clair, Madison & St. Louis Belt R. R. Co...	.....	.....	.....	.....	.....	.....	.....	.....	.....
83 St. Louis, Belleville & Southern Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84 St. Louis, Chicago & St. Paul Ry. Co. of Ill....	.....	5	5	.....	76	76	5	9	14
85 St. Louis, Indianapolis & Eastern R. R. Co.....	.....	.....	.....	.....	4	4	.....	1	1
86 St. Louis Merchants' Bridge Term. R. R. Co ..	1	2	3	1	.....	1	3	1	4
87 St. Louis Merchants' Bridge Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88 St. Louis, Peoria & Northern Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
89 Terminal Railroad Association of St. Louis ...	.....	.....	.....	.....	1	1	1	1	2
90 St. Louis Bridge Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91 Terre Haute & Indianapolis R. R. Co.....	1	4	5	3	87	90	4	11	15
92 East St. Louis & Carondelet Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
93 St. Louis, Vandalia & Terre Haute R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
94 Terre Haute & Peoria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95 Toledo, Peoria & Western Ry. Co.....	.....	.....	.....	1	9	10	1	.....	1
96 Toledo, St. Louis & Kansas City R. R. Co.....	.....	3	3	.....	38	38	.....	10	10
97 Toluca & Eastern R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	2	2
98 Wabash R. R. Co (The).....	.....	1	1	11	15	26	24	13	37
99 Wabash, Chester & Western R. R. Co. (The)...	.....	.....	.....	.....	.....	.....	.....	.....	.....
100 Waukegan & Mississippi Valley Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101 Wisconsin Central Co.....	.....	.....	.....	1	6	7	4	3	7
102 Chicago & Wisconsin R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	21	172	193	199	1,777	1,976	472	482	954

—Concluded.

11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Total.			Grand total		KIND OF ACCIDENT.																
					COUP- LING AND UN- COUP- LING.	FALL- ING FROM TRAINS AND EN- GINES.	OVER- HEAD OB- STRUC- TIONS.	COL- LIS- IONS.	DE- RAIL- MENTS.	OTHER TRAIN ACCI- DENTS.	AT HIGH- WAY CROSS- INGS.	AT STA- TIONS	OTHER CAUSES.								
Killed.....	Injured.....				Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	
3	6	9	1			1			1							1	2	3			56
13	33	46		1		2									5		12	25			57
																					58
2	54	56		10											1	42	1	2			59
4	21	25		7		3									1	1	3	10			60
4	7	11				1	1								2	2	1	3			61
																					62
																					63
9	54	63		7	2	5		2	2	8							1	5	31		64
1	82	83		6		4		1	3	1						1	67				65
																					66
																					67
																					68
																					69
9	275	284	1	15		11		1	3						1	10	8	7	227		70
																					71
																					72
																					73
7	69	76		8		2	2								3	8	1	4	48		74
																					75
1	44	45		17		3		1								1	23				76
5	17	22	1	1		1			1	5					1	1	2	2	7		77
																					78
																					79
4	11	15	1	1							3	4							6		80
																					81
																					82
5	90	95		7		4			3	2	5						4	3	67		83
																					84
5	5	5		1		1					1	1			1	2	1	1	1		85
	3	8	1								1	1			1	2	1	2			86
																					87
																					88
1	2	3									1	1							1		89
																					90
8	102	110		21		13		1	3		1				18	1	1	2	17	4	28
																					91
																					92
																					93
2	9	11		6		1				1					2		1				94
	51	51		5		6														40	95
	2	2														2					96
35	29	64	5	7	1	2		1	2						5	3	1	24	13		97
																					98
																					99
5	9	14		3											2	2		3	4		100
																					101
																					102
692	2,431	3,123	29	323	65	203	3	19	19	75	9	129	87	77	92	107	75	409	313	1,089	

## STEAM RAILROADS.

TABLE XIV.—*Taxes paid in Illinois.*

	1	2	3	4	
	NAME OF COMPANY.	1897.	1898.	1899.	
1	A., T. & S. F. Ry. Co., (The).....	\$103,575 27	\$114,180 22	\$115,142 87	1
2	Baltimore & Ohio R. R. Co.....	21,465 16	22,161 13	19,796 48	2
3	Balt. & Ohio S.-W. Ry. Co.....	117,703 57	117,599 32	118,080 00	3
4	Belt Ry. Co. of Chicago, (The).....	63,000 00	51,000 00	59,500 00	4
5	Centralia & Chester R. R. Co.....		141 96		5
6	Chi. & Alton R. R. Co., (The).....	238,845 79	241,039 86	242,951 57	6
7	Joliet & Chi. R. R. Co., (The).....				7
8	Chi. & Eastern Ill. R. R. Co.....	118,971 42	142,973 10	139,028 05	8
9	E., T. H. & Chi. Ry. Co.....				9
10	Chicago & Erie R. R. Co.....			35,412 04	10
11	Chi. & G. T. Ry. Co., (The).....	77,452 07	84,682 72	84,912 70	11
12	Grand Trunk Junc. Ry. Co.....				12
13	Chi. & Ill. South'n R. R. Co.....				13
14	Chicago & N. W. Ry. Co.....	265,339 41	296,458 30	268,252 62	14
15	Chi. & West. Ind. R. R. Co.....	109,219 32	118,027 71	(1) 114,276 16	15
16	Chi. Bur. & Quincy R. R. Co.....	375,309 19	377,968 59	380,683 88	16
17	Chicago & Iowa R. R. Co.....	20,568 63	21,978 60	21,297 22	17
18	Chi., Bur. & North. R. R. Co.....	28,211 50	29,168 59	29,306 22	18
19	Galesburg & Rio R. R. Co.....	2,305 71	2,265 44	2,135 97	19
20	Ill. Valley & North. R. R. Co.....	10,745 91	12,466 33	13,532 07	20
21	Quincy, Alton & St. L. R.R.Co.....				21
22	St. L., R. I. & C. R. R. Co.....	57,728 67	59,789 71	58,780 17	22
23	Chicago Great West. Ry. Co.....	43,976 76	53,224 45	67,430 97	23
24	Chicago Junction Ry. Co.....		5,507 01	13,271 46	24
25	Chi., Lake S. & East. Ry. Co.....	8,258 02	9,915 90	6,390 51	25
26	Chi., Mil. & St. P. Ry. Co.....	156,576 53	151,420 39	149,536 22	26
27	C., P. & St. L. R. R. Co. of Ill.....	27,445 62	28,933 06	32,839 80	27
28	Chi., R. I. & P. Ry. Co.....	203,495 33	187,139 27	194,850 31	28
29	Peoria & Bur. Vy. R. R. Co.....				29
30	Chi. Term. Trans. R. R. Co.....		147,896 17	151,994 77	30
31	Chi. Union Trans. Ry. Co.....				31
32	C., C. C. & St. L. Ry. Co., (The).....	125,750 39	124,105 59	124,368 94	32
33	Kankakee & Seneca Ry. Co.....	8,263 52	7,479 53	8,402 06	33
34	Peoria & E. Ry. Co., (The).....	28,285 35	27,354 82	27,320 64	34
35	DePue, Ladd & East. R.R.Co.....				35
36	East St. Louis Con. Ry. Co.....	15,581 00	2,125 13	3,273 37	36
37	Elgin, Joliet & East. Ry. Co.....	48,396 65	48,875 68	48,681 35	37
38	Fulton Co. Narrow G. Ry. Co.....	3,010 61	2,635 15	2,666 01	38
39	Galesburg & Gt. East. R.R.Co.....			599 85	39
40	Illinois Central R. R. Co.....	767,049 70	839,261 70	866,292 12	40
41	Blue Island R. R. Co.....				41
42	Chi., Hav. & West. R. R. Co.....				42
43	Chi., Mad. & North. R.R.Co.....				43
44	Chi. & Springfield R. R. Co.....				44
45	Chicago & Texas R. R. Co.....				45
46	Kankakee & S. W. R. R. Co.....				46
47	Mound City Ry. Co.....				47
48	Rantoul R. R. Co.....				48
49	South Chicago R. R. Co.....				49
50	St. L., A. & T. H. R. R. Co.....				50
51	Illinois Terminal R. R. Co.....	16,965 40	17,934 06	17,833 59	51
52	Ind. De-catur & West. Ry. Co.....			4,000 00	52
53	Chi. & O. River R. R. Co.....		16,531 16	16,193 36	53
54	Ind., Ill. & Ia. R. R. Co., (The).....	15,584 49	18,164 80	16,667 71	54
55	Iowa Central Ry. Co.....	16,086 89	13,884 89	14,135 96	55
56	Jacksonville & St. L. Ry. Co.....	13,172 07	29,309 32	27,415 85	56
57	Lake Erie & West. R. R. Co.....	28,225 21	78,105 45	66,186 49	57
58	Lake Shore & M. S. Ry. Co.....	78,306 90	865 56	768 50	58
59	LaSalle & Bur. Co. R.R.Co.....	898 71	31,232 46	31,738 33	59
60	L. E. & St. L. Con. R. R. Co.....	34,613 20	47,198 27	48,301 08	60
61	Louisville & Nash. R. R. Co.....	58,650 90	24,249 93	41,459 36	61
62	Michigan Central R. R. Co.....	22,845 66			62
63	Joliet & North. Ind. R.R.Co.....				63
64	Terminal R. R. Co.....				64
65	Mobile & Ohio R.R.Co., (The).....	36,365 67	38,933 59	37,699 70	65
66	St. Louis & Cairo R. R. Co.....				66
67	N.Y., C. & St. L. R.R.Co., (The).....	39,370 74	28,960 19	24,467 38	67
68	Chi. & St. L. R.R.Co., (The).....				68
69	Omaha, K. C. & East. R. R. Co.....		321 83	991 67	69
70	Pawnee R. R. Co.....	465 53	521 51	518 96	70
71	Pennsylvania Co.....	124,828 12	134,427 09	115,934 27	71
72	Calumet River. Ry. Co.....				72
73	Pittsb., Ft. W. & C. Ry. Co.....				73

TABLE XIV.—*Taxes paid in Illinois—Concluded.*

	1	2	3	4	
	NAME OF COMPANY.	1897.	1898.	1899.	
74	South Chicago & S. R. R. Co.....				74
75	P., C., C. & St. L. Ry. Co., (The).....	\$122,738 45	\$158,607 57	\$102,906 24	75
76	Englewood Con. Ry. Co.....				76
77	Peoria & Pekin Union Ry. Co.....	32,533 90	36,150 00	40,000 00	77
78	Peoria, Decatur, & E. Ry. Co.....	47,595 93	48,356 11	37,587 90	78
79	Chi. & O. River R. R. Co.....			5,251 32	79
80	Quincy, Car. & St. L. Ry. (1).....				80
81	Rock Island & Peoria Ry. Co.....	42,000 00	42,000 00	39,301 79	81
82	St. C., M. & St. L. B. R. R. Co.....			2,114 00	82
83	St. Louis, Bell. & S. Ry. Co.....	1,645 03	2,290 29	2,008 25	83
84	St. L., C. & St. P. Ry. Co. of Ill.....	16,167 16	19,817 72	18,718 55	84
85	St. Louis, Ind. & E. R. R. Co.....	15,126 61	5,992 68	5,284 40	85
86	St. L. Mer. Bridge T. Ry. Co.....	18,492 18	14,097 61	11,751 99	86
87	St. Louis Mer. Bridge Co.....				87
88	St. Louis, Peoria & N. Ry. Co.....			23,995 65	88
89	Term. R. R. Ass. of St. Louis.....	45,894 63	48,691 10	48,691 10	89
90	St. Louis Bridge Co.....				90
91	Terre Haute & Ind. R. R. Co.....	84,829 86	93,257 89	91,256 80	91
92	E. St. Louis & Car. Ry. Co.....				92
93	St. L., V. & T. H. R. R. Co.....				93
94	Terre Haute & P. R. Co.....				94
95	Toledo, Peoria & West. Ry. Co.....	46,427 31	45,730 45	45,390 65	95
96	T., St. Louis & K. C. R. R. Co.....	35,059 41	35,758 55	37,498 03	96
97	Toluca & Eastern R. R. Co.....			481 95	97
98	Wabash R. R. Co., (The).....	221,280 00	217,245 00	232,385 00	98
99	W., C. & W. R. R. Co., (The).....	5,815 64	5,969 64	5,411 06	99
100	Waukegan & Mississippi Valley R'y Co.....			306 83	100
101	Wisconsin Central Company.....	16,728 24	17,306 36	18,079 92	101
102	Chicago & Wisconsin R. R. Co.....				102
	Total.....	\$4,474,992 13	\$4,575,379 53	\$4,633,770 04	

(1) Taxes assessed against C. &amp; W. I. R. R. Co. paid by tenant companies.



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STATISTICAL TABLES

OF

Elevated and Electric Railroads in Illinois

I TO XIV INCLUSIVE.

INCORPORATED UNDER THE GENERAL RAILROAD LAWS OF THE STATE.

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TABLE I.—Classification of Elevated and Electric Railroads and Mileage, for year ending June 30, 1899.

NAME OF COMPANY.	1	2	3		4		5		6	7	8	9	10	11
			LENGTH OF LINE OPERATED—IN MILES, EXCLUSIVE OF TRACKAGE RIGHTS.		LENGTH OF LINE OWNED—IN MILES.		MILES OF ROAD USED UNDER TRACKAGE RIGHTS.							
			Whole line.	Illinois.	Whole line.	Illinois.		Whole line.						
1 Lake St. Elevated R. R. Co. (The)	Oct. 5, 1899, O. & F.	L. S. E. R. R. Co.	6.52	6.52	6.52	8.00	1.54	4.93	4.93	4.93	4.93	4.93	4.93	1
2 Metropolitan West Side Elevated R. R. Co.	Sept. 20, 1899, O. & F.	Dickinson MacAllister, receiver (1)	14.95	14.95	14.76	18.38	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2
3 Metropolitan West Side Elevated R. R. Co. (The)	Oct. 7, 1899, O. & F.	M. W. S. E. Ry. Co., The (2)	14.95	14.95	14.76	18.38	2.00	2.00	2.00	2.00	2.00	2.00	2.00	3
4 Union Consolidated El at d Ry. Co	Sept. 8, 1899, F.	M. W. S. E. Ry. Co	.....	.....	.19	.19	.....	.....	.....	.....	.....	.....	.....	4
5 Northwestern Elevated R. R. Co.	Sept. 30, 1899, O. & F.	(Road not completed)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6 St. L., Belleville & Suburban Ry. Co	Dec. 4, 1899, O. & F.	St. L., B. & S. Ry. Co.	10.50	10.50	10.50	9.50	.....	4.00	4.00	4.00	4.00	4.00	4.00	6
7 South Side Elevated R. R. Co.	Aug. 31, 1899, O. & F.	S. S. E. R. R. Co.	8.72	8.72	8.72	10.22	2.14	1.98	1.98	1.98	1.98	1.98	1.98	7
8 Union Elevated R. R. Co.	Sept. 15, 1899, F.	Lessees	2.20	2.20	2.20	2.20	.....	.....	.....	.....	.....	.....	.....	8
Totals.....	.....	.....	57.84	57.84	57.65	66.87	7.68	14.91	14.91	14.91	14.91	14.91	14.91	
Less Metropolitan West Side Elevated R. R. Co., duplicated.	.....	.....	14.95	14.95	14.76	18.38	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Totals.....	.....	.....	42.89	42.89	42.89	48.49	5.68	12.91	12.91	12.91	12.91	12.91	12.91	

(1) For the period ending February 2, 1899.

(2) For the period ending June 30, 1899.

TABLE II.—*Railway Capital at the Close of the Year ending June 30, 1899.*

NAME OF COMPANY.	1	2	3	4	5	6	7	8	9	10	11
	STOCKS.		FUNDED DEBT.					OTHER FORMS OF INDEBTEDNESS.			SUMMARY.
	Amount out-standing.	Amount per mile of line.	DESIGNATION.			Amount out-standing.	Amount per mile of line.	Amount out-standing.	Amount per mile of line.	Total railway capital.	
			Bonds.	Miscellaneous obligations.	Income bonds.						
1 Lake St. Elevated R. R. Co. (The).	\$10,000,000	\$1,533,742	\$775,000	\$4,030,900	\$957,000	\$5,762,900	\$883,865	\$912,415	\$139,941	\$16,675,215	\$2,557,548
2 Metropolitan West Side Elevated R. R. Co.	15,000,000	7,016,260	15,000,000			15,000,000	1,016,260	203	14	30,000,203	2,032,534
3 Metropolitan West Side Elevated Ry. Co. (The)	16,500,000	1,117,886	10,000,000			10,000,000	676,829	95,219	6,451	26,595,219	1,891,166
4 Union Consolidated Elev. Ry. Co.	1,000,000	5,263,157	407,000			407,000	2,142,103			1,407,000	7,405,263
5 Northwestern Elevated R. R. Co.	10,000,000									10,000,000	
6 St. L., Belleville & Suburban Ry. Co.	350,000	33,333	350,000			350,000	33,333			700,000	66,666
7 South Side Elevated R. R. Co.	10,323,800	1,183,922	750,000			750,000	86,009	77,610	8,900	11,151,410	1,278,831
8 Union Elevated R. R. Co.	5,000,000	2,272,727	4,387,000			4,387,000	1,994,091	11,008	5,004	9,398,008	4,271,822
Totals.....	\$68,173,800	\$1,239,771	\$31,669,000	\$4,030,900	\$957,000	\$36,656,900	\$504,936	\$1,096,455	\$25,560	\$105,927,055	\$1,770,269
Less Metropolitan West Side Elevated R. R. Co.duplicated.....	15,000,000		15,000,000			15,000,000		203		30,000,203	
Totals.....	\$53,173,800	\$1,239,771	\$16,669,000	\$4,030,900	\$957,000	\$21,656,900	\$504,936	\$1,096,252	\$25,560	\$75,926,852	\$1,770,269

TABLE III.—Income Account — Whole Line—For year ending June 30, 1899.

NAME OF COMPANY.	1	2	3	4	5	6	7	8
INCOME FROM PROPERTY OWNED.								
Gross earnings from operation.	Operating expenses.	Income from operation—Col. 1—2.	SOURCE OF INCOME.			Total income from property described—Cols. 4+5+6.	Total income—Col. 3+7.	
			Stocks.	Bonds.	Miscellaneous, including rents.			
1 Lake Street Elevated R. R. Co. (The).....	\$653,290	\$306,059	\$347,240			\$25,340		\$347,240
2 Metropolitan West Side El. R. Co.....	728,382	369,662	358,720			\$25,340		384,060
3 (The).....	563,315	254,236	309,079			19,762		328,841
4 Union Consolidated Elevated Ry. Co.....						20,350		20,350
5 Northwestern Elevated R. R. Co.....								
6 St. Louis, Belleville & Suburban Ry. Co.....	77,360	33,237	44,123					44,123
7 South Side Elevated R. R. Co.....	1,061,656	604,938	456,718	\$923		1,167	2,690	458,808
8 Union Elevated R. R. Co.....						358,589	358,589	358,589
Totals.....	\$3,084,012	\$1,568,132	\$1,515,880	\$923		\$425,208	\$426,131	\$1,942,011

TABLE III.—*Income Account—Whole Line.*—Continued.

NAME OF COMPANY.	9	10	11	12	13	14	15	16
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.							
	Interest on funded debt accrued.	Interest on interest-bearing liabilities not otherwise provided for.	Rents.	Taxes.	Miscellaneous.	Total fixed charges.	Net income—Col. 8-14.	Net deficit—Col. 14-8.
1 Lake Street Elevated R. R. Co. (The).....	\$223,665	\$37,779	\$86,753	\$13,452	.....	\$341,619	\$5,591	.....
2 Metropolitan West Side Elev. R. R. Co.....	.....	.....	85,066	31,631	82,583	119,280	264,780	.....
3 Met. West Side Elevated Ry. Co. (The).....	155,368	.....	61,937	24,614	6,912	251,861	76,980	.....
4 Union Consolidated Elevated Ry. Co.....	20,350	.....	.....	.....	.....	20,350	.....	.....
5 Northwestern Elevated R. R. Co.....	.....	.....	13,277	.....	30,846	44,123	.....	.....
6 St. Louis, Belleville & Suburban Ry. Co.....	33,750	.....	.....	26,108	39,687	99,525	359,283	.....
7 South Side Elevated R. R. Co.....	215,113	.....	.....	1,066	13,757	229,936	128,653	.....
8 Union Elevated R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	\$648,246	\$37,779	\$230,623	\$36,901	\$93,765	\$1,106,724	\$835,257	.....

TABLE III.—*Income Account—Whole Line—Concluded.*

NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					22	23	24	25	26	27	28	29			
	1	18	19	20	21											
														DIVIDENDS DECLARED.	COMMON STOCK.	Rate per cent....
1 Lake Street Elevated R. R. Co. (The).....						\$5,591		\$200,612	\$276,005				\$270,414			
2 Metropolitan West Side Elevated R. R. Co.....						48,879							\$249,431			
3 Metropolitan West Side Elevated R'y Co. (The).....						76,980							76,980			
4 Union Consolidated Elevated R'y Co.....																
5 Northwestern Elevated R. R. Co.....																
6 St. Louis, Belleville & Suburban R'y Co.....						255,045		214,170					470,215			
7 South Side Elevated R. R. Co.....						128,653		91,235					219,578			
8 Union Elevated R. R. Co.....																
Totals.....						\$319,139		\$506,007	\$276,005				\$1,016,564			
													\$270,414			

TABLE IV.—*Earnings and Income in Illinois, for year ending June 30, 1899.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17									
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							Freight revenue		Revenue per ton per mile, cents		Total freight earnings, including stock y'ds, elevators and miscellaneous...		Freight earnings per train mile, dollars and cents...		Proportion to total earnings. 100×10÷Col. 15....		OTHER EARNINGS.		SUMMARY OF EARNINGS.						
	Passenger revenue.	Revenue per passenger per mile, cents	Mail	Express	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile, dollars and cents.	Proportion to total earnings. 100÷Col. 5÷Col. 15.											Balance of car mileage and switching charges		Total earnings from operation. Col. 5+10+13+14		Total earnings per train mile		Proportion to total income. 100÷Col. 15÷Col. 23.		
1 Lake St. Elev. R. R. Co. (The)	\$639,340				\$653,259	100.0	100.0														\$653,259				100.0	1
2 Met. W. Side Elev. R. R. Co.,	728,382				728,382	100.0	100.0														728,382				96.5	2
3 Met. W. Side Elev. R'y Co.,	563,315				563,315	100.0	100.0														563,315				96.6	3
4 Union Cons. Elev. R'y Co.,																										4
5 Northwestern Elevated R. R. Co.,																										5
6 St. L. Bellav. & Sub. R'y Co.,	77,350				77,350	100.0	100.0														77,350				100.0	6
7 South Side Elevated R. R. Co.,	1,026,270				1,026,270	96.7	96.7														1,026,270				99.8	7
8 Union Elevated R. R. Co.,																										8
Totals.....	\$3,034,067				\$3,048,626		98.8														\$35,386				87.9	

TABLE IV.—*Earnings and Income in Illinois*.—Concluded.

NAME OF COMPANY.	18	19	20	21	22	Total earnings and income.
	INCOME FROM PROPERTY OWNED.				Proportion to total income.	
	SOURCE OF INCOME.			Total income from property described.		
	Stocks.	Bonds.	Miscellaneous			
1 Lake Street Elevated R. R. Co. (The).....			\$25,340	\$25,340	3.3	\$653,299
2 Metropolitan West Side Elevated R. R. Co.....			19,762	19,762	3.4	753,722
3 Metropolitan West Side Elevated Ry. Co.....			20,350	20,350	100.0	583,077
4 Union Consolidated Elevated Ry. Co.....						20,350
5 Northwestern Elevated R. R. Co.....						77,360
6 St. Louis, Belleville & Suburban Ry. Co.....			1,167	2,090	1.2	1,063,746
7 South Side Elevated R. R. Co.....	\$923		358,589	358,589	100.0	358,589
8 Union Elevated R. R. Co.....						
Total.....	\$923		\$425,206	\$426,131	12.2	\$3,510,143

TABLE V.—*Expenditures in Illinois.*

	A.—OPERATING EXPENSES.						B.—FIXED CHARGES AND SUMMARY OF FIXED CHARGES AND OPERATING EXPENSES.					
	1	2	3	4	5	6	7	8	9	10	11	12
	EXPENSES ASSIGNABLE TO OPERATION.						EXPENDITURES ASSIGNABLE TO FIXED CHARGES.					
NAME OF COMPANY.							DESIGNATION.					
	Maintenance of way and structure.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses Cols. 1+2+3+4.	Proportion of operating expense to operating income.	Interest.	Rents.	Taxes.	Miscellaneous.	Amount Cols. 7+8+9+10.	Total operating expenses and fixed charges.
1 Lake St. Elevated R.R. Co. (The)	\$10,741	\$25,481	\$240,104	\$29,733	\$306,059	46.85	\$261,414	\$66,753	\$13,452	.....	\$341,649	\$347,708
2 Met. W. Side Elevated R. R. Co.	16,328	34,416	271,918	47,600	369,062	50.75	.....	85,066	31,631	\$2,583	119,280	488,342
3 Met. W. Side Elevated Ry. Co.	11,502	25,536	185,758	27,440	234,236	45.11	155,368	64,337	24,644	6,912	251,801	506,097
4 Union Com. Elevated Ry. Co.	.....	.....	.....	.....	.....	.....	20,350	.....	.....	.....	20,350	20,350
5 Northwestern Elev. R. R. Co.	.....	.....	.....	.....	33,237	42.96	.....	13,276	.....	30,846	44,122	77,359
6 St. L. Bellville & Sub. Ry. Co.	39,720	65,780	455,600	43,838	604,938	57.00	33,750	26,108	39,607	50,525	50,525	704,463
7 South Side Elevated R. R. Co.	.....	.....	.....	.....	.....	.....	215,113	.....	1,046	13,757	229,946	229,946
8 Union Elevated R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$78,291	\$151,213	\$1,157,380	\$148,011	\$1,568,132	51.40	\$686,025	\$230,032	\$96,901	\$93,765	\$1,106,723	\$2,674,855

TABLE VI.—Passenger and Freight Traffic in Illinois, for the year ending June 30, 1899.

NAME OF COMPANY.	PASSENGER TRAFFIC.					FREIGHT TRAFFIC.					11	12	13	14		
	1	2	3	4	5	6	7	8	9	10						
	Number of pas- sengers carried earning rev- enue .....	Number of pas- sengers carried one mile .....	Average distance carried, in miles .....	Average amount received from each passenger —Dollars and Cents .....	Passenger earn- ings per mile of road (including track rights)...	Number of tons of freight earned revenue .....	Number of tons of freight car- ried one mile...	Average distance haul of one ton, in miles.....	Average amount received for each ton of freight—Dollars and Cents .....	Freight earnings per mile of road (including track rights).....	Gross earnings from operation per mile of road .....	Expenses per mile of road (including track rights).....	Net earnings per mile of road (including track rights).....	Net loss per mile of road.....		
1 Lake Street Elevated R. R. Co. (The).....	12,850,502			8.05000	\$71,477						\$71,477	\$33,486	\$37,991			1
2 Metropolitan West Side Elev. R. R. Co.																2
3 Metropolitan W. S. Elev. Ry. Co. (The)	25,841,985			.04998	76,206						76,206	36,808	39,398			3
4 Union Consolidated Elevated Ry. Co.																4
5 Northwestern Elevated R. R. Co.	1,743,495			.04437							5,335	2,292	3,043			5
6 St. L. Belleville & Suburban Ry. Co.	20,525,408	219,621,866	5.00	.05000	95,913						99,220	5,6536	42,684			6
7 South Side Elevated R. R. Co.																7
8 Union Elevated R. R. Co.																8
Totals.....	60,961,400			\$0.04978	\$70,574						\$55,269	\$28,110	\$27,159			

TABLE VIII.—*Number of Employés and Salaries, year ending June 30, 1899.*

NAME OF COMPANY.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
	WHOLE LINE.																						
ILLINOIS.	Total yearly compensation.....																						
	Grand total.....																						
	Total yearly compensation.....																						
	Grand total, 1 to 18, inclusive .....																						
	All other employés and laborers.....																						
	Employés account, floating equipment..																						
	Telegraph operators and dispatchers.....																						
	Switchmen, flagmen and watchmen .....																						
	Other trackmen .....																						
	Section foremen .....																						
	Other shopmen .....																						
	Carpenters .....																						
	Machinists.....																						
	Other trainmen.....																						
	Conductors.....																						
	Firemen and power house employes.....																						
	Engineers and motormen .....																						
Other stationmen.....																							
Station agents .....																							
General office clerks..																							
Other officers .....																							
General officers.....																							
1 Lake Street Elevated R. R. Co. (The)...	6	.....	4	37	11	32	.....	28	26	6	3	21	1	8	15	5	.....	.....	203	\$144,804 90	203	\$144,804 90	1
2 Metropolitan W. S. Elevated R. R. Co.....	7	5	26	94	15	90	40	81	123	47	12	25	1	11	41	7	21	.....	646	408,400 13	646	408,400 13	2
3 Metropolitan W. S. Elevated Ry. Co.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	3
4 Union Consolidated Elevated Ry. Co.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	4
5 Northwestern Elevated R. R. Co.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	5
6 St. L. Belleville & Suburban Ry. Co.....	8	.....	11	74	13	77	.....	50	140	10	16	13	.....	20	17	12	25	50	536	323,811 60	536	323,811 60	6
7 South Side Elevated R. R. Co.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	9,285 00	10	9,285 00	7
8 Union Elevated R. R. Co.....	4	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	10	.....	8
Totals.....	29	5	47	205	39	199	40	159	289	63	31	59	2	39	73	24	25	71	1,399	\$886,301 63	1,399	\$886,301 63	63



TABLE X.—Description of Equipment, Whole Line, for year ending June 30, 1899.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
NAME OF COMPANY.	MOTORS.						CARS IN PASSENGER SERVICE.											
	Passenger.....	Freight.....	Switching.....	Total. Cols.1+2 +3.....	Equipped with train brake.....	Equipped with automatic coupler.....	First class pas- senger cars....	Second class pas- senger cars.....	Combin'tion pas- senger cars.....	Emigrant cars..	Dining cars.....	Parlor cars.....	Sleeping cars...	Baggage, expre's and postal cars.	Others.....	Total. Cols.7+8+ 9+10+11+12+13.	Equipped with train brake.....	Equipped with automatic coupler.....
1 Lake Street Elevated R. R. Co. (The).	38			38	38		87									87	87	
2 Metro tan West Side Elev. R. R. Co.							155									155	155	
3 Metro tan West Side Elev. Ry. Co.	63		1	64	64	64												
4 Union Consolidated Elev. Ry. Co.																		
5 Northwestern Elevated R. R. Co.																		
6 St. Louis, Belleville & Sub. Ry. Co.							14									14		
7 South Side Elevated R. R. Co.	35			35	35	35	180									180	180	
8 Union Elevated R. R. Co.																		
Total .....	136		1	137	137	64	436									436	422	155

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

TABLE X.—Description of Equipment—Continued.

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
NAME OF COMPANY.	CARS IN FREIGHT SERVICE.										CARS IN COMPANY SERVICE.						
	Box cars.....	Flatcars.....	Stock cars.....	Coal cars.....	Tank cars.....	Refrig'tor cars	Others.....	Total. Cols. 19 +20+21+22+ 23+24+25.....	Equipped with train brakes.	Equipped with automatic couplers.....	Gravel cars....	Derrick cars...	Caboose cars..	Others.....	Totals. Cols. 29 +30+31+32...	Equipped with train brakes.	Equipped with automatic couplers.....
1 Lake Street Elevated R. R. Co. (The).....																	
2 Metropolitan West Side Elevated R. R. Co. ....																	
3 Metropolitan West Side Elevated Ry. Co.....																	
4 Union Consolidated Elevated Ry. Co.....																	
5 Northwestern Elevated R. R. Co.....																	
6 St. Louis, Belleville & Suburban Ry. Co.....																	
7 South Side Elevated R. R. Co.....																	
8 Union Elevated R. R. Co.....																	
Totals.....																	

TABLE X.--Description of Equipment--Concluded.

NAME OF COMPANY.	CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.			39	MOTORS AND CARS LEASED.			43	44	45
	36	37	38		Total cars owned. Cols. 16+36 +33+36.	Number.	Equipped with train brake.			
	Number.	Equipped with train brake.	Equipped with automatic coupler.							
1 Lake Street Elevated R. R. Co. (The)	.....	.....	.....	128	.....	.....	.....	128	128	.....
2 Metropolitan West Side El. R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 Metropolitan West Side El. Ry. Co.	.....	.....	.....	163	.....	.....	.....	227	227	227
4 Union Consolidated Elev. Ry. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 Northwestern Elevated R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 St. L. Belleville & Suburban Ry. Co.	.....	.....	.....	14	.....	.....	.....	14	.....	.....
7 South Side Elevated R. R. Co.	.....	.....	.....	181	.....	.....	.....	216	215	.....
8 Union Elevated R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals .....	.....	.....	.....	486	.....	.....	.....	585	570	227

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TABLE XI.—*Rails, Ties, Bridges, Trestles, Grade and Overhead Crossings in Illinois, for year ending June 30, 1899.*

NAME OF COMPANY.	1	2	3	4	5	6	7	8	9	10	11	12	13
	RAILS.			Number of ties relaid during year.....	Number of stations on road.....	Length of road unfenced, in miles.....	BALLAST.						
	IRON.	STEEL.					Miles of stone...	Miles of gravel..	Miles of cinders.	Miles of slag....	Miles of sand...	Miles of chatts..	Miles of earth...
		Number of miles main line and branches.	Number of miles main line and branches.										
1 Lake Street Elevated R. R. Co. (The).....		6.52		160	48								
2 Metropolitan West Side Elevated R. R. Co.....		14.76											
3 Metropolitan West Side Elevated Ry. Co.....		14.76			38								
4 Union Consolidated Elevated Ry. Co.....		.19			1								
5 Northwestern Elevated R. R. Co.....													
6 St. Louis, Belleville & Suburban Ry. Co.....		10.50		25,080					10.50				
7 South Side Elevated R. R. Co.....		8.72			22								
8 Union Elevated R. R. Co.....		2.20	20.00		12								
Total.....		57.65	20.00	25,240	121				10.50				
Less mileage of M. W. S. E. R. R. Co., duplicated		14.76											
Total.....		42.89	20.00	25,240	121				10.50				

1 2 3 4 5 6 7 8

Table XI.—Concluded.

NAME OF COMPANY.	14	15	16	17	18	19	20	OVERHEAD HIGHWAY CROSSINGS.	21	22	23	24	25	26	27	28
	BRIDGES.	TRETTLES.	OVERHEAD RAILWAY CROSSINGS.	Number of masonry .....	Number of iron	Number of wooden.....	Number of combination..		Aggregate length in feet.	Number .....	Aggregate length in feet.	Number of iron and masonry.	Number of wooden .....	Number of masonry .....	Number of iron	Number of wooden .....
Number of masonry .....				Number of iron	Number of wooden.....	Number of combination..	Aggregate length in feet.	Number .....	Aggregate length in feet.	Number of iron and masonry.	Number of wooden .....	Number of masonry .....	Number of iron	Number of wooden .....	Number of grade highway crossings...	Number of street railway crossings at grade .....
1 Lake St. Elev. R. R. Co. (The).....		1			220.0							1				
2 Met. W. Side Elevated R. R. Co.....		1			174.0											
3 Met. W. Side Elevated Ry. Co.....		1			174.0											
4 Union Con. Elevated Ry. Co.....																
5 Northwestern Elev. R. R. Co.....																
6 St. L., Belleville & Sub. R. R. Co.....																
7 South Side Elevated R. R. Co.....																
8 Union Elevated R. R. Co.....																
Total.....		3			568.0							1				
Less M. W. S. E. R. R. Co. (b'd'g'c).....		1			174.0											
Total .....		2			394.0							1				



TABLE XIII.—*Accidents in Illinois*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NAME OF COMPANY.	PASSENGER			EMPLOYEES.			OTHERS.			TOTAL.		Grand Total.....	COUPLING AND UN-COUPING.	
	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....	Total.....	Killed.....	Injured.....		Killed.....	Injured.....
1 Lake St. El. R.R. Co. (The).....	....	18	18	1	9	10	....	....	....	1	27	28	....	5
2 Met. W. Side El. R. R. Co. ....	1	....	1	1	....	1	....	....	....	2	....	2	1	....
3 Met. W. S. El. R.R.Co.(The) ..	1	....	1	....	....	....	....	....	....	1	....	1	....	....
4 Union Cons. El. R'y Co. ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
5 Northwestern El. R. R. Co. ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
6 St. L., Bel. & Sub. R'y Co. ....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
7 S. Side Elevated R. R. Co. ....	3	1	4	....	1	1	....	....	....	3	2	5	....	....
8 Union Elevated R. R. Co. ....	....	8	8	1	7	8	....	....	....	1	15	16	....	....
Totals.....	5	27	32	3	17	20	....	....	....	8	44	52	1	5

for year ending June 30, 1899.

15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
KIND OF ACCIDENT.															
FALLING FROM TRAINS, ENGINES.	OVERHEAD OBSTRU- CTIONS.	COLLI- SIONS.	DERAIL- MENTS.	OTHER TRAIN AC'ID'TS.	AT HIGH- WAY CRO'SINGS.	AT STA- TIONS.	OTHER CAUSES								
Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
.....	1	.....	.....	.....	10	.....	.....	1	5	.....	.....	.....	2	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	3	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	1	4	.....	6
.....	1	.....	.....	.....	11	.....	.....	2	11	.....	.....	5	6	.....	10

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TABLE XIV.—*Taxes paid in Illinois.*

	1	2	3	
NAME OF COMPANY.	1897.	1898.	1899.	
1 Lake Street Elevated R. R. Co. (The).....	\$13,987 32	\$15,368 11	\$13,452 18	1
2 Metropolitan West Side Elevated R. R. Co.....	57,536 22	56,500 00	31,631 52	2
3 Metropolitan West Side Elevated R'y Co.....			24,643 86	3
4 Union Consolidated Elevated R'y Co. *.....				4
5 Northwestern Elevated R. R. Co.....				5
6 St. Louis, Belleville & Suburban R'y Co.....				6
7 South Side Elevated R. R. Co.....	7,535 10	35,311 74	26,108 33	7
8 Union Elevated R. R. Co.....		\$10 00	1,066 48	8
Total.....	\$79,058 64	\$107,989 85	\$96,902 37	

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LIST OF  
RAILROAD OFFICIALS

INCLUDING THOSE OF INTER-URBAN  
LINES.

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# ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, (THE)

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Aldace F. Walker.....	New York, N. Y.....
President.....	E. P. Ripley.....	Chicago, Ill.....
First Vice-President and General Solicitor.....	E. D. Kenna.....	Chicago, Ill.....
Second Vice-President.....	Paul Morton.....	Chicago, Ill.....
Secretary and Treasurer.....	E. Wilder.....	Topeka, Kan.....
Assistant Secretary.....	L. C. Deming.....	New York, N. Y.....
Assistant Treasurer.....	H. W. Gardiner.....	Chicago, Ill.....
General Counsel.....	Victor Morawetz.....	Chicago, Ill.....
Comptroller.....	J. P. Whitehead.....	Chicago, Ill.....
General Auditor.....	H. C. Whitehead.....	Chicago, Ill.....
Freight Traffic Manager.....	W. B. Biddle.....	Chicago, Ill.....
Assistant Traffic Manager.....	W. A. Bissell.....	San Francisco, Cal.....
General Freight Agent.....	F. C. Gay.....	Topeka, Kan.....
Assistant General Freight Agent.....	C. R. Hudson.....	Topeka, Kan.....
.....	J. E. Gorman.....	Chicago, Ill.....
.....	J. W. Tedford.....	Chicago, Ill.....
.....	George T. Nicholson.....	Chicago, Ill.....
Passenger Traffic Manager.....	W. J. Black.....	Topeka, Kan.....
General Passenger Agent.....	C. A. Higgins.....	Chicago, Ill.....
Assistant General Passenger Agent.....	F. Walsh.....	Topeka, Kan.....
General Baggage Agent.....	I. S. Lauck.....	Topeka, Kan.....
Auditor of Disbursements.....	C. S. Sutton.....	Topeka, Kan.....
Auditor of Freight Receipts.....	C. M. Atwood.....	Topeka, Kan.....
Auditor of Passenger Receipts.....	W. E. Hodges.....	Chicago, Ill.....
General Purchasing Agent.....	J. J. Frey.....	Topeka, Kan.....
General Manager.....	James Dunn.....	Topeka, Kan.....
Chief Engineer.....	H. U. Mudge.....	Topeka, Kan.....
General Superintendent.....	Avery Turner.....	Topeka, Kan.....
Assistant General Superintendent.....	J. S. Hobson.....	Topeka, Kan.....
Signal Engineer.....	John Player.....	Topeka, Kan.....
Superintendent of Machinery.....	C. W. Kouns.....	Topeka, Kan.....
Superintendent of Car Service.....	C. G. Sholes.....	Topeka, Kan.....
Superintendent of Telegraph.....	C. W. Ryus.....	Topeka, Kan.....
General Claim Agent.....	E. T. Cartledge.....	Topeka, Kan.....
Tax Commissioner.....	J. P. Kaster.....	Topeka, Kan.....
Chief Surgeon.....	J. P. Kaster.....	Topeka, Kan.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. Rieman Duval.....	New York, N. Y.....	Second Thurs. Dec., 1899
Thos. P. Fowler.....	New York, N. Y.....	1899
Charles S. Gleed.....	Topeka, Kan.....	1899
Victor Morawetz.....	New York, N. Y.....	1899
Edward J. Berwind.....	New York, N. Y.....	1900
George A. Nickerson.....	Boston, Mass.....	1900
R. Somers Hayes.....	New York, N. Y.....	1900
Andrew C. Jobes.....	Wichita, Kan.....	1900
George G. Raven.....	New York, N. Y.....	1901
Edward N. Gibbs.....	New York, N. Y.....	1901
Benjamin P. Cheney.....	Boston, Mass.....	1901
Edward P. Ripley.....	Chicago, Ill.....	1902
Aldace F. Walker.....	New York, N. Y.....	1902
William Rotch.....	Boston, Mass.....	1902
Cyrus K. Holliday.....	Topeka, Kan.....	1902

## BALTIMORE &amp; OHIO RAILROAD COMPANY.

(Operating and owning Baltimore &amp; Ohio &amp; Chicago Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
Receivers .....	{ John K. Cowen..... } { Oscar G. Murray..... }	Baltimore, Md.....
President .....	John K. Cowen.....	" .....
Secretary .....	C. W. Woolford.....	" .....
Treasurer .....	W. H. Ijams.....	" .....
General Attorney .....	H. L. Bond, Jr.....	" .....
Comptroller .....	H. D. Bulkeley.....	" .....
Auditor .....	George W. Booth.....	" .....
General Manager .....	F. D. Underwood.....	" .....
Assistant General Manager and Acting Chief Engineer .....	D. Willard.....	" .....
General Superintendent .....	J. M. Graham .....	Newark, O.....
Division Superintendent .....	T. J. English.....	Garrett, Ind.....
Superintendent of Telegraph .....	Charles Selden.....	Baltimore, Md.....
Traffic Manager .....	C. S. Wight .....	" .....
General Freight Agent .....	L. R. Brokenbrough.....	Pittsburg, Pa.....
Assistant General Freight Agent .....	G. A. Cartwright .....	" .....
Manager Passenger Traffic .....	D. B. Martin .....	Baltimore, Md.....
General Passenger Agent .....	B. N. Austin .....	Chicago, Ill.....
General Baggage Agent .....	P. E. Peddicord.....	Baltimore, Md.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Orland Smith .....	New York, N. Y.....	April, 1900 .....
George R. Dennis .....	Frederick, Md.....	" .....
J. D. Baker .....	" .....	" .....
W. W. Peabody .....	Cincinnati, O.....	" .....
A. P. Edgerton.....	Ft. Wayne, Ind .....	" .....
James W. Ellsworth .....	Chicago, Ill.....	" .....
J. M. Graham .....	Baltimore, Md.....	" .....
P. C. Sneed.....	Newark, O.....	" .....
John Reed.....	Mansfield, O.....	" .....

## BALTIMORE &amp; OHIO &amp; CHICAGO RAILROAD COMPANY.

(Operated by the Baltimore &amp; Ohio Railroad Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Orland Smith.....	New York, N. Y.....
Secretary and Treasurer .....	G. A. Richardson.....	Newark, N. J.....

## DIRECTORS.

Name,	Postoffice Address.	Date of Expiration of Term.
Orland Smith.....	New York, N. Y.....	April, 1900.....
Carroll Spriggs.....	Chicago, Ill.....	".....
John Tyrrell.....	Baltimore, Md.....	April, 1901.....
John K. Cowen.....	Chicago, Ill.....	".....
J. G. Lombard.....	Frederick, Md.....	".....
George R. Dennis.....	Chicago, Ill.....	April, 1902.....
James Walsh.....	".....	".....
Henry E. Weaver.....	".....	".....
Arthur Dixon.....	".....	".....

## BALTIMORE &amp; OHIO SOUTHWESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers.....	{ Judson Harmon..... } { Joseph Robinson..... }	Cincinnati, O.....
President.....	Edward R. Bacon.....	New York City.....
First Vice-President and Gen. Manager..	W. W. Peabody.....	Cincinnati, O.....
Secretary.....	Michael B. Wild.....	New York City.....
Treasurer.....	William E. Jones.....	Cincinnati, O.....
General Counsel.....	Edward Colston.....	".....
Assistant General Counsel.....	E. W. Strong.....	".....
Auditor.....	E. S. Thomas.....	".....
Paymaster.....	F. R. Miller.....	".....
Engineer Maint. of Way.....	D. D. Carothers.....	".....
General Superintendent.....	J. G. Rawn.....	".....
Division Superintendent.....	W. H. Brimson.....	Chillicothe, O.....
Division Superintendent.....	H. C. Barnard.....	Washington, Ind.....
Division Superintendent.....	J. S. Mills.....	Flora, Ill.....
Superintendent of Telegraph.....	G. H. Grace.....	Cincinnati, O.....
Superintendent of Car Service.....	C. C. Reiley.....	".....
Car Accountant.....	J. A. Conant.....	".....
General Freight Agent.....	S. T. McLaughlin.....	".....
Assistant General Freight Agent.....	A. Fries.....	".....
General Passenger Agent.....	O. P. McCarty.....	".....
Assistant General Passenger Agent.....	G. B. Warfel.....	St. Louis, Mo.....
General Agent.....	Edward S. Orr.....	".....
General Baggage Agent.....	W. I. Robinson.....	Cincinnati, O.....
General Master Mechanic.....	J. G. Neuffer.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edward R. Bacon.....	New York City.....	November 24, 1899.....
William L. Bull.....	".....	".....
Edgar T. Wells.....	".....	".....
Edward R. Bell.....	".....	".....
Edward Bruce.....	".....	".....
J. H. Davis.....	".....	".....
Henry W. Poor.....	".....	".....
James Sloan, Jr.....	Baltimore, Md.....	".....
W. W. Peabody.....	Cincinnati, O.....	".....
Lowe Emerson.....	".....	".....
W. M. Greene.....	".....	".....
Frank W. Tracy.....	Springfield, Ill.....	".....
Augustus B. Ewing.....	St. Louis, Mo.....	".....
Oscar G. Murray.....	Baltimore, Md.....	".....
Francis Pavy.....	London, Eng.....	".....

# BELT RAILWAY COMPANY OF CHICAGO (THE).

## OFFICERS.

Title.	Name.	Location of Office.
President and General Manager .....	B. Thomas .....	Chicago, Ill .....
Vice-President and General Solicitor.....	E. Bancroft .....	" .....
Secretary and Auditor.....	M. J. Clark .....	" .....
Treasurer .....	J. E. Murphy .....	" .....
Chief Engineer and General Roadmaster.	E. H. Lee .....	" .....
Superintendent.....	J. M. Warner .....	" .....
Agent in Illinois for transfer of stock....	M. J. Clark .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford .....	Chicago, Ill.....	June 5, 1900.....
Joseph Ramsey, Jr.....	St. Louis, Mo.....	" .....
Chas. M. Hays.....	Montreal, Canada.....	" .....
W. F. Merrill .....	New York .....	" .....
W. W. McDoel.....	Chicago, Ill .....	" .....

# CENTRALIA & CHESTER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	J. D. Gillette.....	New York .....
Vice-President .....	T. B. Needles .....	Nashville, Ill.....
Receiver and General Manager .....	C. M. Forman .....	Sparta, Ill .....
Secretary .....	S. L. Dwight .....	Centralia, Ill .....
General Attorneys .....	Forman & Browning .....	East St. Louis, Ill.....
Auditor .....	T. D. Hincheliffe.....	Sparta, Ill .....
Superintendent .....	H. W. Schmidt .....	" .....
General Freight Agent .....	E. A. Burrill .....	" .....
Assistant General Freight Agent.....	A. N. East .....	" .....
General Passenger Agent .....	E. A. Burrill .....	" .....
Assistant General Passenger Agent.....	A. N. East .....	" .....
Agent in Illinois for transfer of stock....	S. L. Dwight .....	Centralia, Ill .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. D. Gillette.....	New York City.....	Not known.....
D. P. Barker.....	Sparta, Ill .....	" .....
H. W. Schmidt.....	" .....	" .....
W. J. Rosborough.....	" .....	" .....
T. B. Needles .....	Nashville, Ill.....	" .....
S. L. Dwight.....	Centralia, Ill .....	" .....
W. S. Bowles .....	Poughkeepsie, N. Y .....	" .....
W. A. Ingraham .....	Bristol, Conn .....	" .....
W. S. Ingraham .....	" .....	" .....

## CHICAGO &amp; ALTON RAILROAD COMPANY (THE).

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. H. Harriman.....	New York, N. Y. ....
Vice-President and General Manager .....	Chas. H. Chappell .....	Chicago, Ill. ....
Secretary .....	Alex. Millar .....	" .....
Treasurer .....	H. E. R. Wood .....	" .....
General Solicitor.....	Wm. Brown .....	" .....
Auditor and Assistant Secretary .....	Chas. H. Davis .....	" .....
Chief Engineer.....	H. C. Draper .....	" .....
General Superintendent.....	W. E. Gray .....	Bloomington, Ill. ....
Superintendent of Telegraph .....	H. V. Miller .....	" .....
General Freight Agent .....	F. A. Wann .....	Chicago, Ill. ....
Assistant General Freight Agent.....	A. Newman .....	" .....
Assistant General Freight Agent.....	George S. Tyler.....	St. Louis, Mo. ....
Assistant General Freight Agent.....	C. J. Chisam .....	Peoria, Ill. ....
General Passenger and Ticket Agent .....	J. Charlton .....	Chicago, Ill. ....
Asst. General Passenger and Ticket Agt. ....	G. J. Charlton .....	" .....
General Baggage Agent .....	C. Huntington .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. A. Henkle .....	Chicago, Ill. ....	April 7, 1900.....
W. A. Simonson .....	New York, N. Y. ....	" .....
A. W. Krech .....	" .....	" .....
J. C. Hutchins .....	Chicago, Ill. ....	" 1, 1901.....
C. H. Chappell .....	" .....	" 1, 1901.....
Mortimer L. Schiff.....	New York, N. Y. ....	" 7, 1901.....
E. H. Harriman .....	" .....	" 7, 1902.....
J. W. Doane .....	" .....	" .....
R. C. Clowery .....	Chicago, Ill. ....	" .....

## JOLIET &amp; CHICAGO RAILROAD COMPANY.

(Operated by Chicago &amp; Alton Railroad Co.)

## OFFICERS.

T.itle.	Name.	Location of Office.
President .....	T. B. Blackstone.....	Chicago, Ill. ....
Secretary and Treasurer.....	H. E. R. Wood .....	" .....
Agent in Illinois for transfer of stock.....	H. E. R. Wood .....	" .....

## DIEECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
T. B. Blackstone.....	Chicago, Ill. ....	April, 1899.....
W. H. Bryson.....	" .....	" .....
W. J. Louderhack .....	" .....	" .....
H. E. R. Wood.....	" .....	" .....
F. R. McMullin .....	" .....	" .....

## CHICAGO &amp; EASTERN ILLINOIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	H. H. Porter	Chicago, Ill.
President	M. J. Carpenter	"
First Vice-President	O. S. Lyford	"
Second Vice-President	C. W. Hillard	"
Secretary	H. A. Rubidge	"
Treasurer	C. W. Hillard	"
General Counsel	W. H. Lyford	"
Assistant Treasurer	A. R. Flower	New York, N. Y.
Assistant Secretary	H. J. Messing	Chicago, Ill.
Auditor	H. A. Rubidge	"
Chief Engineer	W. S. Dawley	"
General Superintendent	E. P. Broughton	"
Assistant General Superintendent	Wm. T. Jackson	"
Division Superintendent	R. D. Fowler	Danville
Division Superintendent	Harley P. Harper	Brazil, Ind.
Superintendent of Telegraph	J. C. Muir	Danville, Ill.
General Freight Agent	Wm. Campbell	Chicago, Ill.
Assistant General Freight Agent	Henry H. Rhodes	"
Assistant General Freight Agent	S. J. Cooke	"
General Passenger and Ticket Agent	Chas. L. Stone	"
General Baggage Agent	C. L. Stone	"
Superintendent of Motive Power	T. A. Lawres	Danville, Ill.
Purchasing Agent	Geo. T. Schappert	Chicago, Ill.
Agent in Illinois for transfer of stock	H. A. Rubidge, Secretary	"

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry H. Porter	Chicago, Ill.	June, 1900.
Anson R. Flower	New York, N. Y.	"
Henry Seibert	"	"
Myron J. Carpenter	Chicago, Ill.	"
George H. Ball	Boston, Mass.	June, 1901.
Oliver S. Lyford	Chicago, Ill.	"
George S. Brewster	New York, N. Y.	"
Charles W. Hillard	Chicago, Ill.	June, 1902.
Richard M. Hoe	New York, N. Y.	"
Joseph G. English	Danville, Ill.	"
Frederick S. Flower	New York, N. Y.	"

## EVANSVILLE, TERRE HAUTE &amp; CHICAGO RAILWAY COMPANY.

(Operated under lease by C. &amp; E. I. R. R. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President	C. W. Hillard	Chicago, Ill.
Secretary	H. A. Rubidge	"
Treasurer	C. W. Hillard	"
Assistant Secretary	James Belden	"

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter .....	Chicago, Ill.....	Last Wed in May, 1900...
M. J. Carpenter.....	" .....	" .....
O. S. Lyford .....	" .....	" .....
C. W. Hillard .....	" .....	" .....
W. H. Lyford .....	" .....	" .....
H. J. Messing.....	" .....	" .....
E. H. Seneff.....	" .....	" .....
H. A. Rubidge .....	" .....	" .....
J. C. Davis.....	Terre Haute, Ind.....	" .....

## CHICAGO &amp; ERIE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	J. G. McCullough.....	New York, N. Y.....
First Vice-President .....	E. B. Thomas .....	" .....
Second Vice-President.....	W. F. Merrill.....	" .....
Third Vice-President .....	A. Donaldson.....	" .....
Secretary.....	David Bosman.....	" .....
Treasurer.....	A. Donaldson.....	" .....
Auditor .....	J. T. Wann .....	" .....
Auditor of Traffic .....	A. T. Cuddeback.....	" .....
Auditor of Disbursements.....	D. W. Bigoney.....	" .....
Chief Engineer.....	C. W. Buchholz.....	" .....
General Superintendent.....	J. C. Moorhead.....	Cleveland, O .....
Division Superintendent .....	C. C. Reynolds.....	Huntington, Ind .....
Division Superintendent .....	George A. Coe .....	Chicago, Ill.....
Superintendent of Telegraph .....	W. J. Holmes.....	New York, N. Y.....
General Freight Traffic Manager.....	Frank Harriott.....	" .....
Assistant Traffic Manager.....	Sam P. Shane.....	Cleveland, O .....
General Freight Agent.....	C. L. Thomas.....	" .....
Assistant General Freight Agent.....	G. B. Whittlesey.....	" .....
General Passenger Agent.....	D. I. Roberts .....	New York, N. Y.....
Assistant General Passenger Agent.....	F. W. Bnskirk.....	Chicago, Ill.....
General Baggage Agent.....	E. C. Ensign.....	New York, N. Y.....
Land, Tax and Claim Agent.....	W. E. Talcott.....	Cleveland, O .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. G. McCullough.....	No. Bennington, Vt.....	*2d Tuesday Nov., 1899...
F. L. Stetson .....	New York, N. Y.....	" .....
E. B. Thomas .....	" .....	" .....
F. B. Jennings.....	" .....	" .....
Andrew Donaldson.....	" .....	" .....
Samuel Spencer.....	" .....	" .....
James H. Benedict.....	" .....	" .....
Marcus A. Hanna.....	Cleveland, O .....	" .....
W. E. Talcott .....	" .....	" .....
Simon Perkins .....	Sharon, Pa.....	" .....
A. M. Mozier .....	Cleveland, O .....	" .....
J. Lowber Welsh .....	Philadelphia, Pa.....	" .....
Charles H. Coster .....	New York, N. Y.....	" .....
W. F. Merrill.....	" .....	" .....
G. M. Cumming.....	" .....	" .....
C. C. Reynolds.....	Huntington, Ind .....	" .....

\*Or until their successors are chosen.

## CHICAGO &amp; GRAND TRUNK RAILWAY COMPANY (THE).

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Charles M. Hays.....	Montreal, Quebec.....
President and General Manager .....	Charles M. Hays.....	" .....
Secretary .....	Charles Percy.....	" .....
Treasurer, including auditing and accounting departments .....	James H. Muir.....	Detroit, Mich .....
Solicitor.....	E. W. Meddaugh.....	" .....
Chief Engineer.....	Joseph Hobson.....	Montreal, Quebec.....
General Superintendent.....	F. H. McGuigan.....	" .....
Division Superintendent.....	Wm. Cotter.....	Detroit, Mich .....
General Traffic Manager.....	George B. Reeve.....	Montreal, Quebec.....
General Freight Agent.....	John W. Loud.....	" .....
First Assistant General Freight Agent.....	David Brown.....	Chicago, Ill .....
General Passenger and Ticket Agent.....	W. E. Davis.....	Montreal, Quebec.....
Asst. General Passenger and Ticket Agent.....	G. T. Bell.....	Chicago, Ill .....
General Baggage Agent.....	J. E. Quick.....	Toronto, Dom. of Ontario.....
Agent in Illinois for transfer of stock....	F. A. Howe.....	Chicago, Ill .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles M. Hays.....	Montreal, Quebec.....	October, 1899 .....
E. W. Meddaugh .....	Detroit, Mich .....	" .....
W. J. Spicer .....	" .....	" .....
F. A. Howe.....	Chicago, Ill .....	" .....
D. F. Skinner .....	Valparaiso, Ind. ....	" .....
George B. Reeve .....	Montreal, Quebec.....	" .....
A. Dixon .....	Chicago, Ill .....	" .....

## GRAND TRUNK JUNCTION RAILWAY COMPANY.

(Operated under lease by the Chicago &amp; Grand Trunk Railway Company.)

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Chas. M. Hays .....	Montreal, Quebec.....
President and General Manager .....	Chas. M. Hays .....	" .....
Vice-President .....	F. A. Howe.....	Chicago, Ill .....
Secretary .....	Chas. Percy .....	Montreal, Quebec.....
Treasurer, including the accounts.....	James H. Muir.....	Detroit, Mich .....
Solicitor.....	E. W. Meddaugh.....	" .....
Agent in Illinois for transfer of stock....	F. A. Howe.....	Chicago, Ill .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Hays.....	Montreal, Quebec.....	*October 3, 1899.....
F. A. Howe.....	Chicago, Ill.....	".....
E. W. Meddaugh.....	Detroit, Mich.....	".....
W. J. Spicer.....	".....	".....
George B. Reeve.....	Montreal, Quebec.....	".....

\* Or when their successors are appointed.

## CHICAGO &amp; ILLINOIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John S. Hannah.....	Chicago, Ill.....
First Vice-President.....	Wm. T. Carrington.....	".....
Secretary.....	G. M. Hatch.....	".....
Treasurer.....	S. B. Cadow.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. T. Carrington.....	6 Sherman St., Chicago..	Feb. 11, 1900.....
T. S. Hannah.....	" ..	" 1900.....
S. B. Cadow.....	" ..	" 1901.....
John S. Hannah.....	" ..	" 1901.....
G. M. Patch.....	" ..	" 1902.....

## CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Albert Keep .....	Chicago, Ill. ....
President .....	Marvin Hughitt .....	Chicago, Ill. ....
First Vice-President .....	M. L. Sykes .....	New York, N. Y. ....
Second Vice-President .....	M. M. Kirkman .....	Chicago, Ill. ....
Third Vice-President .....	H. R. McCullough .....	Chicago, Ill. ....
Secretary .....	M. L. Sykes .....	New York, N. Y. ....
Treasurer .....	Samuel O. Howe .....	Chicago, Ill. ....
General Counsel .....	Lloyd W. Bowers .....	Chicago, Ill. ....
General Attorneys .....	{ E. E. Osborne .....	" .....
	{ A. W. Pulver .....	" .....
Auditor and Assistant Secretary .....	J. B. Redfield .....	" .....
General Manager .....	J. M. Whirman .....	" .....
Chief Engineer .....	John E. Blunt .....	" .....
General Superintendent .....	Sherburne Sanborn .....	" .....
Assistant General Superintendent .....	William A. Gardner .....	" .....
Division Superintendents in Illinois .....	{ Thomas A. Lawson .....	" .....
	{ W. E. Morse .....	" .....
Superintendent of Telegraph .....	George H. Thayer .....	" .....
Traffic Manager .....	H. R. McCullough .....	" .....
General Freight Agent .....	Marvin Hughitt, Jr. ....	" .....
General Passenger and Ticket Agent .....	Warren B. Kniskern .....	" .....
General Baggage Agent .....	Nathaniel A. Phillips .....	" .....
Land Commissioner .....	J. F. Cleveland .....	" .....
Agent in Illinois for transfer of stock .....	J. B. Redfield .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball .....	Boston, Mass. ....	June, 1900 .....
Channey M. Depew .....	New York, N. Y. ....	" .....
Samuel F. Barger .....	" .....	" .....
Albert Keep .....	Lake Geneva, Wis. ....	" .....
M. L. Sykes .....	New York, N. Y. ....	" .....
James C. Fargo .....	" .....	" .....
James Stillman .....	" .....	June, 1901 .....
Oliver Ames .....	Boston, Mass. ....	" .....
Zenas Crane .....	Dalton, Mass. ....	" .....
Marvin Hughitt .....	Chicago, Ill. ....	" .....
N. K. Fairbank .....	" .....	" .....
Byron L. Smith .....	" .....	June, 1902 .....
Cyrus H. McCormick .....	" .....	" .....
F. W. Vanderbilt .....	New York, N. Y. ....	" .....
W. K. Vanderbilt .....	" .....	" .....
H. McK. Twombly .....	" .....	" .....
John I. Blair .....	Blairstown, N. J. ....	" .....

## CHICAGO &amp; OHIO RIVER RAILROAD.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver and General Manager .....	E. O. Hopkins .....	Evansville, Ind .....
President .....	R. S. Anderson .....	New York, N. Y .....
Secretary and Treasurer .....	W. J. Lewis .....	Evansville, Ind .....
General Counsel .....	J. S. Stephens .....	Peoria, Ill .....
Auditor .....	E. M. Heberd .....	Evansville, Ind .....
General Superintendent .....	R. B. Starbuck .....	Mattoon, Ill .....
Superintendent of Telegraph .....	J. B. Ryan .....	Olney, Ill .....
General Freight and Passenger Agent ...	A. C. Palmer .....	Evansville, Ind .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. I. Clark .....	New York, N. Y .....	October, 1899 .....
Emerson Chamberlain .....	Evansville, Ind .....	" .....
E. O. Hopkins .....	New York, N. Y .....	October, 1900 .....
R. S. Anderson .....	Mt. Clave, N. J .....	" .....
Stephen W. Carey .....	New York, N. Y .....	" .....
John J. Moore .....	" .....	October, 1901 .....
John H. Prall .....	" .....	" .....
Herbert H. Drake .....	" .....	" .....
Francis M. Weeks .....	" .....	" .....

## CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President and General Manager .....	B. Thomas .....	Chicago, Ill .....
Vice-President and General Solicitor .....	E. A. Baneroft .....	" .....
Secretary and Auditor .....	M. J. Clark .....	" .....
Treasurer .....	J. E. Murphy .....	" .....
Chief Engineer and General Roadmaster ..	E. H. Lee .....	" .....
Superintendent .....	J. M. Warner .....	" .....
Agent in Illinois for transfer of stock ....	M. J. Clark, Secretary...	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
O. S. Lyford .....	Chicago, Ill .....	June 5, 1900 .....
Joseph Ramsey, Jr. ....	St. Louis, Mo .....	" .....
Chas. M. Hays .....	Montreal, Canada .....	" .....
W. F. Merrill .....	New York .....	" .....
W. H. McDoel .....	Chicago, Ill .....	" .....
E. P. Ripley .....	" .....	" .....

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	F. W. Hunnewell.....	Boston, Mass.....
President.....	C. E. Perkins .....	Burlington, Ia.....
First Vice-President.....	J. C. Peasley.....	Chicago, Ill.....
Second Vice-President.....	Geo. B. Harris.....	
Secretary.....	T. S. Howland.....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Solicitor.....	J. W. Elythe.....	Burlington, Ia.....
Assistant Solicitor.....	C. M. Dawes.....	Chicago, Ill.....
General Auditor.....	C. I. Sturgis.....	
General Manager.....	W. C. Brown.....	"
Chief Engineer.....	W. L. Breckenridge .....	"
General Superintendent.....	J. D. Besler.....	"
Superintendent Illinois Lines.....	F. C. Rice.....	Galesburg, Ill.....
Division Superintendent.....	H. D. Judson.....	Aurora, Ill.....
Division Superintendent.....	W. B. Throop.....	Galesburg, Ill.....
Division Superintendent.....	W. G. Besler.....	Beardstown, Ill.....
Supt. Freight, Terminals, Chicago.....	H. S. Hetzler.....	Chicago, Ill.....
Superintendent of Telegraph.....	W. W. Ryder.....	"
General Freight Agent.....	Thos. Miller.....	"
Assistant General Freight Agent.....	W. B. Hamblin.....	"
Assistant General Freight Agent.....	E. R. Puffer.....	"
General Passenger Agent.....	P. S. Eustis.....	"
Assistant General Passenger Agent.....	W. A. Lalar.....	"
General Baggage Agent.....	E. E. Sadd.....	"
Land Commissioner.....	W. W. Baldwin.....	Burlington, Ia.....
Agent in Illinois for Transfer of Stock...	H. W. Weiss.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Francis W. Hunnewell.....	Boston, Mass.....	November 1, 1899.....
Charles J. Paine.....	" .....	" .....
George P. Gardner.....	" .....	" .....
William Endicott, Jr.....	" .....	" .....
Richard Olney .....	" .....	" .....
J. Malcolm Forbes .....	" .....	" .....
T. J. Coolidge.....	Manchester, Mass.....	" .....
E. W. Hooper.....	Cambridge, Mass.....	" .....
J. N. A. Griswold.....	New York, N. Y.....	" .....
James H. Smith .....	" .....	" .....
Charles E. Perkins.....	Burlington, Ia.....	" .....

## CHICAGO &amp; IOWA RAILROAD COMPANY.

(Operated under lease by the C. B. &amp; Q. R. R. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	F. M. Head .....	Chicago, Ill.....
First Vice-President.....	J. C. Peasley .....	" .....
Second Vice-President.....	George B. Harris.....	" .....
Secretary.....	H. W. Weiss.....	" .....
Treasurer.....	J. C. Peasley.....	" .....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. H. Head.....	Chicago, Ill.....	March 7, 1900.....
W. C. Brown.....	" .....	" .....
J. C. Peasley.....	" .....	" .....
C. I. Sturgis .....	" .....	" .....
C. M. Dawes.....	" .....	" .....
H. W. Weiss .....	" .....	" .....
George B. Harris.....	" .....	" .....

## CHICAGO, BURLINGTON &amp; NORTHERN RAILROAD COMPANY.

(Operated under lease by the C. B. &amp; Q. R. R. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. I. Sturgis.....	Chicago, Ill.....
Secretary.....	H. W. Weiss.....	" .....
Treasurer.....	A. G. Stanwood .....	Boston, Mass.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. I. Sturgis.....	Chicago, Ill.....	August 31, 1899.....
C. M. Dawes.....	" .....	" .....
H. W. Weiss .....	" .....	" .....
W. Fabian.....	" .....	August 30, 1900.....
F. S. Bagg.....	" .....	" .....

## GALESBURG &amp; RIO RAILROAD COMPANY.

(Operated under lease by the C., B. &amp; Q. R. R. Co.)

## OFFICERS.

Title	Name.	Location of Office.
President.....	C. I. Sturgis.....	Chicago, Ill.....
Secretary and Treasurer.....	H. W. Weiss.....	" .....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. B. Colton.....	Galesburg, Ill.....	April 18, 1900.....
H. W. Weiss.....	Chicago, Ill.....	" 1900.....
C. I. Sturgis.....	" .....	" 1900.....
George B. Dunbar.....	" .....	" 17, 1901.....
F. S. Bagg.....	" .....	" 1901.....

## ILLINOIS VALLEY &amp; NORTHERN RAILROAD COMPANY.

(Operated under lease by C., B. &amp; Q. Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	George B. Harris.....	Chicago, Ill.....
Vice-President.....	C. I. Sturgis.....	" .....
Secretary and Treasurer.....	H. W. Weiss.....	" .....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George B. Harris.....	Chicago, Ill.....	June 26, 1900.....
C. I. Sturgis.....	" .....	" .....
H. W. Weiss.....	" .....	" .....
Geo. B. Dunbar.....	" .....	" .....
C. M. Dawes.....	" .....	" .....

## QUINCY, ALTON &amp; ST. LOUIS RAILWAY COMPANY.

(Operated under lease by C., B. &amp; Q. R. R. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. I. Sturgis.....	Chicago, Ill.....
Secretary and Treasurer.....	H. W. Weiss.....	" .....
Agent in Illinois for transfer of stock....	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. E. Perkins.....	Burlington, Ia.....	April 18, 1900.....
C. I. Sturgis.....	Chicago, Ill.....	" ".....
F. S. Bagg.....	" ".....	" ".....
W. C. Brown.....	" ".....	" ".....
W. J. Fabian.....	" ".....	" ".....
H. W. Weiss.....	" ".....	" ".....
T. S. Howland.....	" ".....	" ".....
J. C. Peasley.....	" ".....	" ".....
Geo. B. Harris.....	" ".....	" ".....

## ST. LOUIS, ROCK ISLAND &amp; CHICAGO RAILROAD COMPANY.

(Operated under lease by C. B. &amp; Q. R. R. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. N. A. Griswold.....	New York, N. Y.....
Vice-President.....	C. I. Sturgis.....	Chicago, Ill.....
Secretary and Treasurer.....	H. W. Weiss.....	" ".....
Agent in Illinois for transfer of stock.....	H. W. Weiss.....	" ".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. I. Sturgis.....	Chicago, Ill.....	April 18, 1900.....
George B. Harris.....	" ".....	" ".....
J. N. A. Griswold.....	New York, N. Y.....	" 17, 1901.....
J. C. Peasley.....	Chicago, Ill.....	" ".....
C. E. Perkins.....	Burlington, Ia.....	" ".....
C. M. Dawes.....	Chicago, Ill.....	" 16, 1902.....
H. W. Weiss.....	" ".....	" ".....

## CHICAGO GREAT WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board.....	A. B. Stickney .....	St. Paul, Minn.....
President.....	A. B. Stickney .....	" .....
Vice President.....	A. Oppenheim .....	" .....
" .....	A. Kalman .....	" .....
" .....	C. W. Benson .....	" .....
Secretary.....	R. C. Wight .....	" .....
Treasurer.....	C. O. Kalman .....	" .....
General Counsel.....	F. B. Kellogg.....	" .....
General Attorney .....	Daniel W. Lawler.....	" .....
Auditor and Vice-President .....	W. B. Bend .....	" .....
General Manager.....	S. C. Stickney .....	" .....
Chief Engineer.....	H. Fernstrom .....	" .....
General Superintendent.....	R. DuPuy.....	" .....
Division Superintendent.....	J. A. Kelly .....	" .....
" .....	J. Burlingett .....	Des Moines, Ia.....
" .....	R. W. Edwards .....	Dubuque, Ia.....
Traffic Manager.....	P. C. Stohr .....	St. Paul, Minn.....
General Freight Agent.....	S. O. Brooks.....	" .....
Assistant General Freight Agent.....	F. H. Tibbitts .....	" .....
" .....	S. E. Stohr .....	Chicago, Ill.....
" .....	T. J. Hooper.....	St. Paul, Minn.....
" .....	C. R. Berry .....	Kansas City, Mo.....
General Passenger and Ticket Agent.....	F. H. Lord .....	Chicago, Ill.....
Ass't General Passenger and Tkt. Agent.....	H. D. Badgley.....	" .....
General Baggage Agent.....	G. T. Spilman.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Maurice S. Wormser.....	New York, N. Y.....	September, 1899.....
H. E. Fletcher.....	Minneapolis, Minn.....	" 1899.....
A. Oppenheim.....	St. Paul, Minn.....	" 1899.....
S. C. Stickney.....	" .....	" 1900.....
C. W. Benson.....	" .....	" 1900.....
J. W. Lusk.....	" .....	" 1900.....
F. Weyerhauser.....	" .....	" 1901.....
A. Kalman.....	" .....	" 1901.....
A. B. Stickney.....	" .....	" 1901.....

## LONDON FINANCE COMMITTEE.

The Rt. Hon. Wm. Leddeidale,      Howard Gilliot,      Alexander F. Wallan,  
    Edwin Waterhouse,      C. Sligo De Pothoneir.

## CHICAGO JUNCTION RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. A. Spoor.....	Chicago, Ill.....
First Vice President.....	James H. Ashby.....	U. S. Yards, Chicago, Ill
Secretary.....	C. D. Moyer.....	" "
Treasurer.....	J. C. Dennison.....	" "
General Counsel.....	Winston and Meagher..	Chicago, Ill.....
Auditor.....	C. C. Chase.....	U. S. Yards, Chicago, Ill
Chief Engineer.....	J. B. Cox.....	" "
General Superintendent.....	R. Fitzgerald.....	" "
Traffic Manager.....	S. S. Whitehead.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term
F. S. Winston.....	Chicago, Ill.....	March 28, 1900.....
A. H. Veeder.....	".....	" 1900.....
Nathaniel Thayer.....	Boston, Mass.....	" 1900.....
John A. Spoor.....	Chicago, Ill.....	March 28, 1901.....
James H. Ashby.....	".....	" 1901.....
P. A. Valentine.....	".....	" 1901.....
James Miles.....	".....	March 28, 1902.....
J. P. Lyman.....	".....	" 1902.....
John P. Sherman.....	".....	" 1902.....

## CHICAGO, LAKE SHORE &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. H. Ackert.....	Chicago, Ill.....
Secretary and Treasurer.....	F. D. Raymond.....	".....
General Counsel.....	K. K. Knapp.....	".....
Auditor.....	F. W. Sutton.....	".....
General Manager.....	C. H. Ackert.....	".....
Chief Engineer.....	G. A. Pruden.....	South Chicago, Ill.....
General Superintendent.....	M. M. Richey.....	".....
Division Superintendent.....	L. W. McNamee.....	Bay View, Wis.....
Traffic Manager.....	A. F. Banks.....	Chicago, Ill.....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. H. Gary .....	Chicago, Ill. ....	December, 1899. ....
John Lambert .....	" .....	" .....
C. P. Coffin .....	" .....	" .....
E. Shearson .....	" .....	" .....
F. D. Raymond .....	" .....	" .....
D. H. Bacon .....	" .....	" .....
C. H. Ackert .....	" .....	" .....

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Roswell Miller .....	Chicago, Ill. ....
First Vice-President .....	Frank S. Bond .....	New York, N. Y. ....
Second Vice-President .....	A. J. Earling .....	Chicago, Ill. ....
Secretary .....	P. M. Myers .....	Milwaukee, Wis. ....
Treasurer .....	F. G. Ranney .....	Chicago, Ill. ....
General Counsel .....	Geo. R. Peck .....	" .....
General Solicitor .....	Barton Hanson .....	" .....
Comptroller .....	E. Q. Sewall .....	" .....
General Auditor .....	W. N. D. Winne .....	" .....
Assistant General Auditor .....	W. F. Dudley .....	" .....
General Manager .....	W. G. Collins .....	" .....
Chief Engineer .....	D. J. Whittimore .....	" .....
General Superintendent .....	H. R. Williams .....	" .....
Assistant General Superintendents .....	(3 in number) .....	" .....
Division Superintendents .....	(16 in number) .....	" .....
Superintendent of Telegraph .....	U. J. Fry .....	Milwaukee, Wis. ....
General Traffic Manager .....	A. C. Bird .....	Chicago, Ill. ....
General Freight Agent .....	J. H. Hilsand .....	" .....
Assistant General Freight Agents .....	(4 in number) .....	" .....
General Passenger and Ticket Agent .....	G. H. Heafford .....	Chicago, Ill. ....
Asst. Gen. Passenger and Ticket Agent .....	G. S. Marsh .....	" .....
Assistant General Ticket Agent .....	A. F. Merrill .....	" .....
Assistant General Passenger Agents .....	(2 in number) .....	" .....
General Baggage Agent .....	W. D. Carrick .....	Milwaukee, Wis. ....
Land Commissioner .....	H. G. Haugan .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour .....	Chicago, Ill. ....	September, 1899. ....
Roswell Miller .....	" .....	" .....
August Belmont .....	New York, N. Y. ....	" .....
Frank S. Bond .....	" .....	" .....
Charles D. Dickey, Jr. ....	" .....	" .....
Peter Geddes .....	" .....	" .....
Joseph Milbank .....	" .....	" .....
Wm. Rockefeller .....	" .....	" .....
Samuel Spencer .....	" .....	" .....
A. Van Santvoord .....	" .....	" .....
Charles H. Coster .....	" .....	" .....
Cbas. W. Harkness .....	" .....	" .....
Frederick Layton .....	Milwaukee, Wis. ....	" .....

# CHICAGO, PEORIA & ST. LOUIS RAILROAD COMPANY OF ILLINOIS.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers .....	{ Charles E. Kimball.....	New York, N. Y.....
Vice-President.....	Samuel P. Wheeler.....	Springfield, Ill.....
Secretary and Treasurer.....	Charles E. Kimball.....	New York, N. Y.....
Assistant Treasurer.....	Chas. D. Mayer.....	Springfield, Ill.....
General Solicitor.....	Thos. C. Wellman.....	New York, N. Y.....
Auditor.....	Bluford Wilson.....	Springfield, Ill.....
Superintendent .....	Ralph Blaisdell.....	" .....
Superintendent of Telegraph.....	C. Millard.....	" .....
General Freight Agent.....	N. L. Judd.....	" .....
General Passenger Agent.....	W. M. Bushnell.....	St. Louis, Mo.....
	E. A. Williams.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scott .....	New York, N. Y.....	December, 1899.....
Chas. F. Dean.....	Springfield, Ill.....	" .....
Henry W. Gays.....	" .....	" .....
Bluford Wilson.....	New York, N. Y.....	" 1900.....
Chas. E. Kimball.....	" .....	" .....
W. J. Curtis.....	Chicago, Ill.....	" .....
T. A. Whitmore.....	St. Louis, Mo.....	" .....
Eleucious Smith.....	Springfield, Ill.....	" 1901.....
Ralph Blaisdell.....	Alton, Ill.....	" .....
James Duncan.....	Chicago, Ill.....	" .....
John A. Spoor .....		

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	R. R. Cable.....	Rock Island, Ill.....
President.....	W. G. Purdy.....	Chicago, Ill.....
First Vice-President.....	H. A. Parker.....	".....
Second Vice-President.....	Robert Mather.....	".....
Third Vice-President.....	J. M. Johnson.....	".....
Secretary.....	Geo. H. Crosby.....	".....
Treasurer.....	F. E. Hayne.....	".....
General Attorney.....	Robert Mather.....	".....
General Attorney.....	M. A. Low.....	Topeka, Kan.....
Auditor.....	S. C. Matthews.....	Chicago, Ill.....
Assistant Auditor.....	H. F. Morris.....	".....
General Manager.....	H. A. Parker.....	".....
Assistant General Manager.....	W. I. Allen.....	".....
General Superintendent.....	A. J. Hitt.....	".....
General Superintendent.....	W. H. Stillwell.....	Topeka, Kan.....
Division Superintendent.....	C. H. Hubbell.....	Chicago, Ill.....
".....	C. L. Nichols.....	Blue Island, Ill.....
".....	W. M. Hobbs.....	Des Moines, Ia.....
".....	C. N. Gilmore.....	".....
".....	W. J. Lawrence.....	Trenton, Mo.....
".....	C. W. Jones.....	Horton, Kan.....
".....	F. C. Smith.....	Colorado Springs, Col.....
".....	A. T. Abbott.....	Herington, Kan.....
".....	S. B. Hovey.....	Fort Worth, Texas.....
Freight Traffic Manager.....	J. M. Johnson.....	Chicago, Ill.....
Assistant Freight Traffic Manager.....	H. Gower.....	".....
General Freight Agent.....	E. B. Boyd.....	".....
General Freight Agent.....	H. H. Emboj.....	Topeka, Kan.....
General Passenger and Ticket Agent.....	John Sebastian.....	Chicago, Ill.....
Asst. Gen. Passenger and Ticket Agent.....	E. E. MacLeod.....	".....
".....	L. M. Allen.....	".....
".....	E. W. Thompson.....	Topeka, Kan.....
General Baggage Agent.....	Geo. W. Duback.....	Chicago, Ill.....
Superintendent of Telegraph.....	A. R. Swift.....	".....
Land Commissioner.....	J. L. Drew.....	Davenport, Ia.....
Agent in Illinois for transfer of stock.....	F. E. Hayne.....	Chicago, Ill.....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. R. Bishop.....	New York, N. Y.....	June, 1900.....
Alexander E. Orr.....	".....	".....
Ogden Mills.....	".....	".....
W. G. Purdy.....	Chicago, Ill.....	".....
R. R. Cable.....	Rock Island, Ill.....	".....
F. H. Griggs.....	Davenport, Ia.....	" 1901.....
A. R. Flower.....	New York, N. Y.....	".....
G. S. Brewster.....	".....	".....
Henry M. Flagler.....	".....	".....
W. A. Nash.....	".....	" 1902.....
Tracy Daws.....	".....	".....
Marshall Field.....	Chicago, Ill.....	".....
H. A. Parker.....	".....	".....

# PEORIA & BUREAU VALLEY RAILROAD COMPANY.

(Operated by the C., R. I. & P. Ry.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	George T. Boggs.....	New York, N. Y.....
Secretary.....	Geo. H. Crosby.....	Chicago, Ill.....
Treasurer.....	William A. Nash.....	New York, N. Y.....
Transfer Agent.....	Loftin Love.....	".....
Agent in Illinois for transfer of stock....	Geo. H. Crosby.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Tracy Dows.....	New York, N. Y.....	June 8, 1900.....
George T. Boggs.....	".....	".....
Thomas A. McIntyre.....	".....	".....
William A. Nash.....	".....	".....
James R. Cowing.....	".....	".....
Richard M. Hoe.....	".....	".....
H. H. Hollister.....	".....	".....

# CHICAGO TERMINAL TRANSFER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Edward D. Adams.....	New York, N. Y.....
President.....	Edward D. Adams.....	".....
Vice-President and General Manager.....	S. R. Ainslee.....	Chicago, Ill.....
Vice-President.....	F. T. Gates.....	New York, N. Y.....
Vice-President.....	Henry Budge.....	".....
Secretary.....	Geo. P. Butler.....	".....
Treasurer and Assistant Secretary.....	Henry S. Hawley.....	Chicago, Ill.....
General Attorney.....	K. K. Knapp.....	".....
Comptroller.....	J. H. McClement.....	New York and Chicago..
Assistant Comptroller.....	I. L. Prest.....	Chicago, Ill.....
Chief Engineer.....	E. E. Paradis.....	".....
Superintendent.....	E. R. Knowlton.....	".....
Traffic Manager.....	Henry S. Hawley.....	".....
General Baggage Agent.....	N. B. Lasier.....	".....
Agent in Illinois for transfer of stock....	H. S. Hawley, Ass't Sec.	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John D. Rockefeller, Jr.....	New York, N. Y.....	2d Wed. of Oct., 1899.....
William A. Read.....	".....	1899.....
Charles L. Hutchinson.....	Chicago, Ill.....	1899.....
Colgate Hoyt.....	New York, N. Y.....	1899.....
Mark Breeden, Jr.....	Chicago, Ill.....	1899.....
Edward D. Adams.....	New York, N. Y.....	1900.....
Henry Budge.....	".....	1900.....
F. T. Gates.....	".....	1900.....
E. R. Knowlton.....	Chicago, Ill.....	1900.....
Henry A. Rust.....	".....	1900.....
Henry R. Ickelheimer.....	New York, N. Y.....	1901.....
S. R. Ainslee.....	Chicago, Ill.....	1901.....
Henry S. Hawley.....	".....	1901.....
K. K. Knapp.....	".....	1901.....
James H. Eckels.....	".....	1901.....

## CHICAGO UNION TRANSFER RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	H. H. Porter.....	Chicago, Ill.....
Secretary.....	Parke E. Simmons.....	".....
Treasurer.....	Andrew Crawford.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel W. Allerton.....	Chicago, Ill.....	October, 1899.....
Andrew Crawford.....	".....	".....
J. T. Harahan.....	".....	".....
C. W. Hillard.....	".....	".....
Roswell Miller.....	".....	".....
A. A. Sprague.....	".....	".....
W. H. Truesdale.....	".....	".....
E. P. Ripley.....	".....	".....
A. B. Stickney.....	Sr. Paul, Minn.....	".....
H. H. Porter.....	New York, N. Y.....	".....
James McCrea.....	Pittsburg, Pa.....	".....

# CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Cornelius Vanderbilt....	New York, N. Y.....
President.....	M. E. Ingalls.....	Cincinnati, Ohio.....
Vice-President.....	J. L. Layng.....	New York, N. Y.....
Secretary.....	E. F. Osborn.....	Cincinnati, Ohio.....
Treasurer.....	Charles F. Cox.....	New York, N. Y.....
Local Treasurer.....	F. D. Compstock.....	Cincinnati, Ohio.....
General Counsel.....	John T. Dye.....	Indianapolis, Ind.....
Auditor.....	P. A. Hewitt.....	Cincinnati, Ohio.....
General Manager.....	C. E. Schaaf.....	" ".....
Chief Engineer.....	G. W. Kittredge.....	" ".....
General Superintendent.....	J. Q. Van Winkle.....	Indianapolis, Ind.....
Division Superintendent.....	T. J. Higgins.....	Cleveland, Ohio.....
" ".....	William Quinn.....	Springfield, Ohio.....
" ".....	W. G. Bayley.....	Mattoon, Ill.....
" ".....	H. F. Houghton.....	Indianapolis, Ind.....
" ".....	F. B. Sipp.....	Connersville, Ind.....
" ".....	S. F. Blizzard.....	Wabash, Ind.....
" ".....	T. J. Reynolds.....	Mt. Carmel, Ill.....
Superintendent of Telegraph of Motive Power.....	C. S. Rhoads.....	Indianapolis, Ind.....
Freight Traffic Manager.....	William Garstang.....	" ".....
Ass't General Freight Agent.....	E. F. Cost.....	Cincinnati, Ohio.....
General Pass. and Ticket Agent.....	L. L. Hyde.....	" ".....
Ass't Gen'l Pass. and Ticket Agent.....	W. J. Lynch.....	" ".....
" ".....	W. P. Deppe.....	" ".....
General Baggage Agent.....	H. M. Branson.....	Indianapolis, Ind.....
Ass't General Freight Agent.....	D. M. Calkins.....	Cleveland, Ohio.....
" ".....	R. P. Buchanan.....	Cincinnati, Ohio.....
" ".....	C. Tillinghast.....	Chicago, Ill.....
" ".....	W. D. Halliday.....	St. Louis, Mo.....
" ".....	A. B. Hough.....	Cleveland, Ohio.....
" ".....	H. F. Frost.....	Louisville, Ky.....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Term.
M. E. Ingalls.....	Cincinnati, Ohio.....	October, 1899.....
George F. Bliss.....	New York, N. Y.....	" ".....
H. McK. Twombly.....	" ".....	" ".....
J. D. Layng.....	" ".....	" ".....
F. W. Vanderbilt.....	" ".....	" ".....
C. Vanderbilt.....	" ".....	October, 1900.....
W. K. Vanderbilt.....	" ".....	" ".....
C. M. Depew.....	" ".....	" ".....
J. P. Morgan.....	" ".....	" ".....
James Barnett.....	Cleveland, Ohio.....	October, 1901.....
Alec. McDonald.....	Cincinnati, Ohio.....	" ".....
George F. Farlow.....	Boston, Mass.....	" ".....

## KANKAKEE &amp; SENECA RAILWAY COMPANY.

(Operated by the C., C., C. &amp; St. L. Ry.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	T. P. Bonfield.....	Kankakee, Ill.....
Secretary.....	J. C. Davie.....	Cincinnati, O.....
Treasurer.....	F. D. Comstock.....	" .....
Auditor.....	P. A. Hewitt.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of term.
M. E. Ingalls.....	Cincinnati, O.....	October, 1899.....
E. F. Osborn.....	" .....	" 1900.....
T. P. Bonfield.....	Kankakee, Ill.....	" 1900.....
R. R. Cable.....	Chicago, Ill.....	" 1901.....
W. G. Purdy.....	" .....	" 1901.....

## PEORIA &amp; EASTERN RAILWAY COMPANY.

(Operated by the C., C., C. &amp; St. L. Ry.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. E. Ingalls.....	Cincinnati, O.....
Vice-President .....	J. D. Layng.....	New York, N. Y.....
Secretary .....	*J. C. Davie.....	Cincinnati, O.....
Auditor .....	P. A. Hewitt.....	" .....
General Manager.....	*J. A. Barnard.....	Indianapolis, Ind.....
Superintendent.....	*J. W. Riley.....	" .....
General Freight Agent.....	*Ford Woods.....	" .....

## DIRECTORS.

Title.	Postoffice Address.	Date of Expiration of Term.
M. E. Ingalls.....	Cincinnati, O.....	February, 1900.....
John A. Glover.....	Urbana, Ill.....	" .....
J. C. Tucker.....	Chicago, Ill.....	" .....
E. F. Osborn.....	Cincinnati, O.....	" .....
T. P. Bonfield.....	Kankakee, Ill.....	" .....

Officers marked \* are the only distinctively Peoria & Eastern officers; all other officers are those of the lessee company, the C., C., C. & St. L. Ry. Co.

## DU PUE, LADD &amp; EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	A. L. Sweet.....	Chicago .....
First Vice-President.....	W. S. Cherry .....	" .....
Secretary & Treasurer.....	T. A. Lemmon.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. L. Sweet.....	Chicago, Ill.....	June 30, 1896.....
T. A. Lemmon.....	Streator, Ill.....	" .....
W. S. Cherry.....	Joliet, Ill.....	" .....
Geo. S. House.....	Seattle, Washington...	" .....
T. B. Cary.....		

## EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	George L. Sands.....	St. Louis, Mo .....
Vice-President. ....	Philip C. Scanlin.....	East St. Louis, Ill.....
Secretary .....	F. W. Cox.....	St. Louis, Mo .....
Treasurer .....	Philip C. Scanlin.....	St. Louis, Mo .....
Auditor.....	C. L. Leslie.....	Belleville, Ill.....
Attorney .....	Chas. W. Thomas.....	St. Louis, Mo .....
General Freight Agent.....	John J. Baulch .....	East St. Louis, Ill.....
Chief Engineer.....	S. W. Lee.....	

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John Scullin.....	St. Louis, Mo.....	November 15, 1899.....
A. C. Church.....	East St. Louis, Ill.....	" .....
Robt. Cunningham.....	" .....	" .....
S. W. Lee.....	" .....	" .....
Henry Sackman.....	St. Louis, Mo.....	" .....
Geo. S. Sands.....	Belleville, Ill.....	" .....
Charles W. Thomas.....		

## ELGIN, JOLIET &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. H. Ackert.....	Chicago, Ill.....
Secretary and Treasurer.....	F. D. Raymond.....	" .....
General Attorney.....	K. K. Knapp.....	" .....
Auditor.....	F. W. Sutton.....	" .....
General Manager.....	C. H. Ackert.....	" .....
Chief Engineer.....	G. A. Pruden.....	Joliet, Ill.....
Traffic Manager.....	A. F. Banks.....	Chicago, Ill.....
Agent in Illinois for transfer of stock....	F. D. Raymond.....	" .....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. Shearson.....	New York, N. Y.....	September, 1899.....
F. W. Sutton.....	Chicago, Ill.....	" .....
C. H. Ackert.....	" .....	" .....
E. H. Gary.....	New York, N. Y.....	" .....
G. W. Maslin.....	" .....	June, 1900.....
Samuel Spencer.....	" .....	" .....
K. K. Knapp.....	Chicago, Ill.....	" .....
C. P. Coffin.....	" .....	" 1901.....
W. L. Brown.....	" .....	" .....
F. D. Raymond.....	" .....	" .....
C. H. Coster.....	New York, N. Y.....	" .....

## FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	S. H. Mallory.....	Lewistown, Ill.....
Vice-President and Treasurer.....	F. R. Crocker.....	Chariton, Iowa.....
Secretary.....	Joseph Braden.....	" .....
Auditor.....	J. A. Westblade.....	Lewistown, Ill.....
General Manager.....	S. H. Mallory.....	" .....
Superintendent.....	W. G. Sharretts.....	" .....
General Freight Agent.....	W. G. Sharretts.....	" .....
General Passenger and Ticket Agent.....	W. G. Sharretts.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. D. Mallory.....	Creston, Ia.....	1900.....
T. M. Stuart.....	Chariton, Ia.....	".....
C. R. Kirk.....	".....	".....
Henry Phelps.....	Lewiston, Ill.....	1901.....
J. A. Westblade.....	".....	".....
Allan Mallory.....	Creston, Ia.....	".....
S. H. Mallory.....	Chariton, Ia.....	1902.....
Joseph Braden.....	".....	".....
Moses Turner.....	Chicago, Ill.....	".....
W. G. Sharretts.....	Lewistown, Ill.....	1903.....
E. A. Temple.....	Des Moines, Ia.....	".....
F. R. Crocker.....	Chariton, Ia.....	".....

## GALESBURG &amp; GREAT EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Henry Harms.....	Niles Center, Ill.....
President.....	Henry Harms.....	".....
First Vice-President.....	Willis Smith.....	Chicago, Ill.....
Secretary.....	Adam Harrer.....	Niles Center, Ill.....
Treasurer.....	Albert J. Harms.....	Chicago, Ill.....
General Counsel.....	Carney, Shumway & Rice.....	Galesburg, Ill.....
General Manager.....	Henry H. Trues.....	Niles Center, Ill.....
Chief Engineer.....	Emil W. Harms.....	Etherly, Ill.....
General Superintendent.....	Edward J. Harms.....	Victoria, Ill.....
General Freight and Passenger Agent...	Edward J Harms.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Adam Harrer.....	Niles Center, Ill.....	September 10, 1900.....
W. Edward J. Harms.....	Victoria, Ill.....	".....
Willis Smith.....	Chicago, Ill.....	"..... 1901.....
Henry J. Harms.....	".....	".....
Emil W. Harms.....	Etherly, Ill.....	"..... 1902.....
Henry Harms.....	Niles Center, Ill.....	".....
Albert J. Harms.....	Chicago, Ill.....	".....

## ILLINOIS CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Assistant to President.....	C. H. Wellman.....	.....
First Vice-President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice-President.....	J. T. Harahan.....	.....
Assistant Second Vice-President.....	J. F. Wallace.....	.....
Secretary.....	A. G. Hackstaff.....	New York, N. Y.....
Treasurer.....	E. T. H. Gibson.....	.....
General Counsel.....	B. F. Ayer.....	Chicago, Ill.....
General Solicitor.....	James Fentress.....	.....
Auditor Freight Receipts.....	F. Fairman.....	.....
Assistant Auditor of Freight Receipts.....	M. D. Royer.....	.....
Auditor Passenger Receipts.....	A. D. Joslin.....	.....
Auditor Disbursements.....	C. F. Krebs.....	.....
Local Treasurer.....	J. F. Titus.....	.....
Chief Engineer.....	R. S. Charles.....	New Orleans, La.....
General Superintendent.....	D. Sloan.....	Chicago, Ill.....
Assistant General Superintendent.....	A. W. Sullivan.....	.....
.....	J. G. Hartigan.....	.....
.....	M. Gilles.....	Memphis, Tenn.....
Division Superintendent.....	H. Baker.....	Chicago, Ill.....
.....	H. McCourt.....	Carbondale, Ill.....
.....	D. S. Bailey.....	Clinton, Ill.....
.....	F. B. Harriman.....	Dubuque, Ia.....
.....	J. C. Daily.....	Clinton, Ill.....
.....	H. R. Dill.....	Freeport, Ill.....
.....	C. K. Dixon.....	Cherokee, Ia.....
.....	W. S. King.....	Jackson, Tenn.....
.....	O. M. Dunn.....	New Orleans, La.....
.....	A. Philbrick.....	Memphis, Tenn.....
.....	J. B. Kemp.....	Duraut, Miss.....
Superintendent of Telegraph.....	G. M. Dugan.....	Chicago, Ill.....
Traffic Manager.....	T. J. Hudson.....	.....
Assistant Traffic Manager.....	M. C. Markham.....	.....
General Freight Agent.....	W. E. Keepers.....	.....
Assistant General Freight Agent.....	F. B. Bowes.....	New Orleans, La.....
General Passenger Agent.....	A. H. Hanson.....	Chicago, Ill.....
Assistant General Passenger Agent.....	C. A. Kni-kern.....	.....
.....	W. A. Kellond.....	Louisville, Ky.....
.....	J. F. Merry.....	Dubuque, Ia.....
General Baggage Agent.....	J. A. O-born.....	Chicago, Ill.....
Land Commissioner.....	E. P. Skene.....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
His Excellency, John R. Tanuer, Governor of Illinois, ex-officio.....	Springfield, Ill.....	January, 1901.....
Stuyvesant Fish.....	New York, N. Y.....	September, 1899.....
E. H. Harriman.....	.....	.....
J. J. Astor.....	.....	.....
Charles A. Peabody, Jr.....	.....	September, 1900.....
John C. Welling.....	Chicago, Ill.....	.....
W. Morton Grinnell.....	New York, N. Y.....	.....
B. F. Ayer.....	Chicago, Ill.....	September, 1901.....
John W. Auchincloss.....	New York, N. Y.....	.....
Walther Luttgen.....	.....	.....
John W. Doane.....	Chicago, Ill.....	September, 1902.....
Charles M. Beach.....	Hartford, Conn.....	.....

## BLUE ISLAND RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

### OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	New York, N. Y.....
Vice-President .....	J. C. Welling .....	Chicago, Ill.....
Second Vice-President.....	T. J. Harahan.....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

### DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1899.....
J. C. Welling.....	Chicago, Ill.....	" .....
W. G. Bruen .....	" .....	" .....
B. F. Ayer.....	" .....	October, 1900.....
J. T. Harahan.....	" .....	" .....

## CHICAGO, HAVANA & WESTERN RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

### OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	New York, N. Y.....
Vice-President .....	J. C. Welling .....	Chicago, Ill.....
Second Vice-President .....	T. J. Harahan .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer.....	E. T. H. Gibson .....	New York, N. Y.....

### DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1899.....
J. C. Welling.....	" .....	" .....
Stuyvesant Fish.....	New York, N. Y.....	October, 1900.....
J. T. Harahan.....	Chicago, Ill.....	" .....
W. G. Bruen .....	" .....	" .....

## CHICAGO, MADISON &amp; NORTHERN RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling.....	Chicago, Ill.....	October, 1899.....
J. T. Harahan.....	".....	".....
Stuyvesant Fish.....	New York, N. Y.....	October, 1900.....
B. F. Ayer.....	Chicago, Ill.....	".....
W. G. Bruen.....	".....	".....

## CHICAGO &amp; SPRINGFIELD RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice-President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1899.....
W. G. Bruen.....	".....	".....
J. T. Harahan.....	".....	".....
Stuyvesant Fish.....	New York, N. Y.....	October, 1900.....
J. C. Welling.....	Chicago, Ill.....	".....

**CHICAGO & TEXAS RAILROAD COMPANY.**

(Operated under lease by Illinois Central Railroad Co.)

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Second Vice-President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	J. F. Titus.....	".....

**DIRECTORS.**

Name.	Postoffice Address.	Date of Expiration of Term.
J. F. Titus.....	Chicago, Ill.....	October, 1899.....
W. G. Bruen.....	New York, N. Y.....	October, 1900.....
Stuyvesant Fish.....	Chicago, Ill.....	".....
J. C. Welling.....	".....	".....
J. T. Harahan.....	".....	".....

**KANKAKEE & SOUTHWESTERN RAILROAD COMPANY.**

(Operated under lease by Illinois Central Railroad Co.)

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York, N. Y.....
Vice-President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice-President.....	J. T. Harahan.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

**DIRECTORS.**

Name.	Postoffice Address.	Date of Expiration of Term
Stuyvesant Fish.....	New York, N. Y.....	October, 1899.....
B. F. Ayer.....	Chicago, Ill.....	October, 1900.....
J. C. Welling.....	".....	".....
J. T. Harahan.....	".....	".....
W. G. Bruen.....	".....	".....

## MOUND CITY RAILWAY COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

### OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	New York, N. Y .....
Vice-President .....	J. C. Welling.....	Chicago, Ill. ....
Second Vice-President.....	J. T. Harahan.....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	E. T. H. Gibson.....	New York, N. Y .....

### DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1899 .....
W. G. Bruen .....	" .....	" .....
Stuyvesant Fish.....	New York, N. Y .....	October, 1900 .....
J. C. Welling .....	Chicago, Ill. ....	" .....
J. T. Harahan.....	" .....	" .....

## RANTOUL RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

### OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	New York, N. Y .....
Vice-President .....	J. C. Welling.....	Chicago, Ill. ....
Second Vice-President.....	J. T. Harahan.....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y .....

### DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1899 .....
J. C. Welling .....	" .....	" .....
W. G. Bruen .....	" .....	" .....
Stuyvesant Fish.....	New York, N. Y .....	October, 1900 .....
J. T. Harahan.....	Chicago, Ill. ....	" .....

## SOUTH CHICAGO RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish.....	New York, N. Y.....
Vice-President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice-President.....	J. T. Harahan.....	" .....
Secretary .....	W. G. Bruen.....	" .....
Treasurer .....	E. T. H. Gibson.....	New York, N. Y .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1899 .....
W. G. Bruen.....	" .....	" .....
Stuyvesant Fish.....	New York, N. Y.....	October, 1900 .....
J. C. Welling.....	Chicago, Ill.....	" .....
J. T. Harahan.....	" .....	" .....

## ST. LOUIS, ALTON &amp; TERRE HAUTE RAILROAD COMPANY.

(Operated under lease by Illinois Central Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	W. K. Murphy.....	Pineknayville, Ill.....
Vice-President.....	J. C. Welling.....	Chicago, Ill.....
Second Vice-President.....	J. T. Harahan.....	" .....
Secretary .....	W. G. Bruen.....	" .....
Treasurer .....	J. F. Titus.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York, N. Y.....	October, 1899 .....
J. C. Welling.....	Chicago, Ill.....	" .....
J. T. Harahan.....	" .....	" .....
G. W. Parker.....	St. Louis, Mo.....	" .....
B. W. Pope.....	DuQuoin, Ill .....	" .....
C. F. Parker.....	St. Louis, Mo.....	October, 1900 .....
Chas. B. Cole.....	Chester, Ill.....	" .....
William K. Murphy .....	Pineknayville, Ill.....	" .....
F. M. Youngblood.....	Carbondale, Ill.....	" .....
William R. Ward.....	Benton, Ill.....	October, 1901 .....
Edward Abend.....	Belleville, Ill.....	" .....
P. T. Chapman.....	Vienna, Ill.....	" .....
W. W. Clemens.....	Marion, Ill.....	" .....

## ILLINOIS TERMINAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	William Eliot Smith .....	Alton, Ill .....
First Vice-President .....	George M. Levis .....	" .....
Secretary .....	Charles Levis .....	" .....
Treasurer .....	R. H. Levis .....	" .....
General Counsel and General Solicitor .....	H. S. Baker .....	" .....
General Attorney .....	H. S. Baker .....	" .....
Auditor .....	F. L. Taylor .....	" .....
General Manager .....	H. H. Ferguson .....	" .....
Traffic Manager .....	H. H. Ferguson .....	" .....
Agent in Illinois for transfer of stock .....	Charles Levis .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William Eliot Smith .....	Alton, Ill. ....	July 6, 1899 .....
G. M. Levis .....	Upper Alton, Ill .....	" .....
R. H. Levis .....	Alton, Ill. ....	" .....
Charles Levis .....	" .....	" .....
H. H. Ferguson .....	" .....	" .....

## INDIANA, DECATUR &amp; WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. D. Woodford .....	Cincinnati, O. ....
Vice-President .....	H. F. Shoemaker .....	New York, N. Y. ....
Secretary .....	George R. Balch .....	Cincinnati, O. ....
Treasurer .....	F. H. Short .....	" .....
Auditor .....	George W. Lishawa .....	" .....
Superintendent .....	George H. Graves .....	Indianapolis, Ind. ....
General Freight and Passenger Agent .....	John S. Lazarus .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. C. Outten .....	Decatur, Ill .....	October 11, 1899 .....
K. Harwood .....	" .....	" .....
W. M. Baldwin .....	Chicago, Ill. ....	" .....
H. S. Green .....	Springfield, Ill. ....	October 10, 1900 .....
H. B. Balch .....	Chicago, Ill. ....	" .....
M. D. Woodford .....	Cincinnati, Ohio .....	" .....
W. A. Read .....	New York, N. Y. ....	October 9, 1901 .....
Gordon McDonald .....	" .....	" .....
H. F. Shoemaker .....	" .....	" .....

## INDIANA, ILLINOIS &amp; IOWA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President and General Manager .....	T. P. Shonts .....	Chicago, Ill. ....
Vice-President .....	Joy Morton .....	" .....
Secretary and Treasurer .....	R. P. Ahrens .....	" .....
Assistant Secretary .....	Charles Martin .....	New York, N. Y. ....
General Solicitor .....	Cary & Walker .....	Chicago, Ill. ....
Auditor .....	M. J. Edgeworth .....	Kankakee, Ill. ....
Engineer Maintenance of Way .....	Daniel Nowlan .....	" .....
Superintendent .....	F. C. Raff .....	South Bend, Ind. ....
Traffic Manager .....	George H. Ross .....	Chicago, Ill. ....
Master Mechanic .....	Peter Maher .....	Kankakee, Ill. ....
Storekeeper .....	I. J. Custer .....	" .....

## DIRECTORS.

Name.	Postoffice Address. ...	Date of Expiration of Term.
T. P. Shonts .....	Chicago, Ill. ....	3d Wednesday, Jan., 1900.
Robert Mather .....	" .....	" .....
Paul Morton .....	" .....	" .....
Joy Morton .....	" .....	" .....
J. F. Harris .....	" .....	" .....
George H. Ross .....	" .....	" .....
Ben T. Cable .....	Rock Island, Ill. ....	" .....
Henry S. Redmond .....	New York, N. Y. ....	" .....
Gardner M. Lane .....	Boston, Mass. ....	" .....

## IOWA CENTRAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Robert J. Kimball .....	New York, N. Y. ....
Vice President .....	George R. Morse .....	" .....
Secretary .....	S. Seaman Jones .....	" .....
Treasurer .....	George R. Morse .....	" .....
General Solicitor .....	G. W. Seevers .....	Oskaloosa, Ia. ....
General Auditor .....	T. L. Wasson .....	Marshalltown, Ia. ....
General Manager .....	L. M. Martin .....	" .....
General Superintendent .....	C. W. Huntington .....	" .....
Superintendent of Telegraph .....	B. G. Fallis .....	Oskaloosa, Ia. ....
General Freight Agent .....	J. N. Tittamore .....	Marshalltown, Ia. ....
Assistant General Freight Agent .....	S. G. Lutz .....	" .....
Acting General Passenger Agent .....	W. G. Morton .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Russell Sage.....	New York, N. Y.....	September, 8, 1899.....
E. E. Chase.....	".....	".....
G. E. Taintor.....	".....	".....
W. E. Strong.....	".....	".....
George R. Morse.....	".....	".....
E. H. Perkins, Jr.....	".....	".....
R. J. Kimball.....	".....	".....
Chas. G. DuBois.....	Chicago, Ill.....	".....
Henry A. Gardner.....	".....	".....
Albert G. Frost.....	".....	".....
George P. Lee.....	".....	".....
Frederick S. Fales.....	".....	".....
Charles F. Quincy.....	".....	".....
Frederick Merritt.....	".....	".....
Benj. Warren, Jr.....	Peoria, Ill.....	".....

## JACKSONVILLE &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name	Location of Office.
President.....	Robert F. Kennedy.....	Philadelphia, Pa.....
Secretary and Treasurer.....	H. A. Gardner.....	Chicago, Ill.....
General Attorney.....	H. A. Gardner.....	".....
Auditor.....	George W. Dye.....	Jacksonville, Ill.....
General Manager.....	C. M. Stanton.....	".....
Chief Engineer.....	B. F. Bond.....	".....
Superintendent of Telegraph.....	C. M. Stanton.....	".....
General Freight Agent.....	W. E. Crane.....	".....
General Passenger and Ticket Agent.....	J. W. Daly.....	".....
General Baggage Agent.....	John W. Daly.....	".....
Agent in Illinois for transfer of stock....	H. A. Gardner.....	Chicago, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Robert F. Kennedy.....	Philadelphia, Pa.....	May, 1898.....
Livingston Griffin.....	Chicago, Ill.....	".....
Geo. P. Lee.....	".....	" 1899.....
Henry A. Gardner.....	".....	" 1900.....
James H. Dunn.....	Philadelphia, Pa.....	".....

## LAKE ERIE &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.	Frederick W. Whitredge	New York, N. Y.
Vice-President	L. M. Schwan	Indianapolis, Ind.
Vice-President and General Manager	George L. Bradbury	New York, N. Y.
Secretary and Treasurer	L. M. Schwan	Indianapolis, Ind.
Assistant Treasurer	A. D. Thomas	Indianapolis, Ind.
General Solicitor	W. E. Hackedorn	"
General Attorney	John B. Cockrum	"
Auditor	W. A. Wildhack	"
Chief Engineer	T. H. Perry	"
General Superintendent	D. S. Hill	"
Assistant General Superintendent	H. F. Bickell	"
Division Superintendents	S. R. Kramer	Lima, O.
	H. Boomer	Lafayette, Ind.
Superintendent of Telegraph	H. F. Bickell	Indianapolis, Ind.
General Freight Agent	S. E. Sweet	"
Assistant General Freight Agents	M. R. Maxwell	"
	H. J. Graham	"
General Passenger and Ticket Agent	C. F. Daly	"
General Baggage Agent	C. F. Daly	"

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Frederick W. Whitredge	New York, N. Y.	1st Wednesday, Oct., 1899
Samuel Thomas	"	1899
John G. Moore	"	1899
Erskine M. Phelps	Chicago, Ill.	1899
George F. Baker	New York, N. Y.	1900
Edward Tuck	"	1900
L. M. Schwan	"	1900
H. W. Cannon	"	1901
John W. Doane	Chicago, Ill.	1901

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.	Chauncey M. Depew	New York, N. Y.
President	W. H. Newman	Cleveland, O.
First Vice-President	Edwin D. Worcester	New York, N. Y.
Secretary and Treasurer	Edwin D. Worcester	"
General Counsel	George C. Greene	Cleveland, O.
Auditor	R. H. Hill	"
Assistant General Manager	P. P. Wright	"
Chief Engineer	E. A. Handy	"
General Superintendent	P. S. Blodgett	"
Superintendent of Telegraph	Wm. Kline	Toledo, O.
General Traffic Manager	G. J. Grammer	Cleveland, O.
General Passenger and Ticket Agent	A. J. Smith	"
Ass't General Passenger and Ticket Agt.	E. C. Luce	"
General Baggage Agent	John L. Freeman	"

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William K. Vanderbilt.....	New York, N. Y.....	May, 1900.....
Samuel F. Barger.....	".....	" 1900.....
Hamilton McK. Twombly.....	".....	" 1900.....
Charles M. Reed.....	Erie, Pa.....	" 1900.....
W. H. Newman.....	Cleveland, Ohio.....	" 1901.....
Edwin D. Worcester.....	New York, N. Y.....	" 1901.....
C. M. Depew.....	".....	" 19 1.....
Frederick W. Vanderbilt.....	".....	" 1901.....
Samuel R. Callaway.....	".....	" 1901.....
C. Vanderbilt.....	".....	" 1902.....
Darius O. Mills.....	".....	" 1902.....
J. Pierpont Morgan.....	".....	" 1902.....
J. N. Schoonmaker.....	Pittsburgh, Pa.....	" 1902.....

## LAKE STREET ELEVATED RAILROAD COMPANY, (THE).

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	D. H. Louderback.....	Chicago, Ill.....
President.....	D. H. Louderback.....	".....
Vice-President.....	A. S. Littlefield.....	".....
Secretary and Treasurer.....	Howard Abel.....	".....
General Counsel.....	C. A. Knight.....	".....
Chief Engineer.....	C. V. Weston.....	".....
General Superintendent.....	Frank Hedley.....	".....
Agent in Illinois for transfer of stock .....	American Trust & Sav- ings Bank.....	".....

## DIRECTORS.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
W. F. Furbeck.....	Chicago, Ill.....	January, 1900.....
J. Charles Moore.....	".....	" 1900.....
M. C. McDonald.....	".....	" 1900.....
D. H. Louderback.....	".....	" 1901.....
Howard Abel.....	".....	" 1901.....
Geo. E. Newlin.....	".....	" 1901.....
A. S. Littlefield.....	".....	" 1902.....
Geo. A. Yuille.....	".....	" 1902.....
E. C. Veasey.....	".....	" 1902.....

## LA SALLE &amp; BUREAU COUNTY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Edward C. Hegeler.....	LaSalle, Ill.....
Secretary and Treasurer.....	G. Weerts.....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Chas. Diesterweg.....	LaSalle, Ill.....	December 18, 1899.....
G. Weerts.....	".....	" 1899.....
Edward C. Hegeler.....	".....	" 1899.....
E. A. Matthiesson.....	Cornwall on the Hudson.....	" 1900.....
F. W. Matthiesson.....	LaSalle, Ill.....	" 1900.....

## LOUISVILLE &amp; NASHVILLE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office
President.....	M. H. Smith.....	Louisville, Ky.....
Secretary.....	J. H. Ellis.....	".....
Treasurer.....	W. W. Thompson.....	".....
Comptroller.....	C. Quarrier.....	".....
General Manager.....	J. G. Metcalf.....	".....
Chief Engineer.....	R. Montfort.....	".....
Division Superintendent.....	B. F. Dickson.....	Evansville, Ind.....
Traffic Manager.....	Y. Vanden Berg.....	Louisville, Ky.....
General Freight Agent.....	C. B. Compton.....	".....
General Passenger Agent.....	C. P. Atmore.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
M. H. Smith.....	Louisville, Ky.....	First Tues. in Nov., 1899
J. M. Hamill.....	Belleville, Ill.....	" " 1899
C. C. Johnson.....	".....	" " 1899
Lyttleton Cook.....	Louisville, Ky.....	" " 1899
J. A. Lindsay.....	East St. Louis, Ill.....	" " 1899

# LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver.....	Geo. T. Jarvis.....	Louisville, Ky.....
Treasurer.....	J. S. Wright.....	".....
General Attorney.....	W. L. Taylor.....	Indianapolis, Ind.....
Assistant Attorney.....	J. D. Welman.....	Louisville, Ky.....
Auditor.....	C. W. McGuire.....	".....
General Manager.....	Geo. T. Jarvis.....	".....
Chief Engineer and Superintendent.....	E. Holbrook.....	Princeton, Ind.....
Superintendent of Telegraph.....	E. Holbrook.....	".....
General Freight and Passenger Agent.....	R. A. Campbell.....	St. Louis, Mo.....
Assistant General Passenger Agent.....	R. M. Allen.....	".....
General Baggage Agent.....	R. A. Campbell.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Samuel Bayard.....	Evansville, Ind.....	Not known.....
G. P. Heilman.....	".....	".....
Chas. S. Fairchild.....	New York, N. Y.....	".....
Jas. Stillman.....	".....	".....
W. L. Bull.....	".....	".....
E. Lehman.....	".....	".....
O. W. Bright.....	".....	".....
Thos. Barrett.....	Memphis, Tenn.....	".....
T. G. Mier.....	St. Louis, Mo.....	".....

## METROPOLITAN WEST SIDE ELEVATED RAILROAD CO., (THE)

(Dickinson MacAllister, Receiver.)

January 20, 1897, the above company was placed in the hands of Dickinson MacAllister as Receiver. The following are officials who act for the Receiver:

Receiver.....	Dickinson MacAllister.....	Chicago.....
Secretary and Treasurer.....	Geo. Higginson, Jr.....	".....
General Counsel.....	Wm. W. Gurley.....	".....
Auditor.....	C. W. Hillman.....	".....
Superintendent.....	Wm. E. Baker.....	".....

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Robert E. Jenkins.....	Chicago, Ill.....
Vice-President.....	Wm. E. Baker.....	".....
Secretary and Treasurer.....	Geo. Higginson, Jr.....	".....
Attorney.....	Addison L. Gardner.....	".....
Auditor.....	C. W. Hillman.....	".....
Superintendent of Transportation.....	A. S. Jones.....	".....
Agent in Illinois for transfer of stock.....	Geo. Higginson, Jr.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Robert E. Jenkins .....	Chicago .....	*April 4, 1899.....
W. E. Baker.....	" .....	" 1898.....
Wm. W. Gurley.....	" .....	" 1898.....
Dickinson MacAllister.....	" .....	" 1899.....
Geo. Higginson, Jr.....	" .....	" 1899.....

For period ending February 2d, 1899.

\* No annual meeting held in 1898. Old directors held over.

## METROPOLITAN WEST SIDE ELEVATED RAILWAY CO., (THE)

(For period from February 3d to June 30, 1899.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	D. MacAllister.....	Chicago, Ill.....
Secretary and Treasurer.....	George Higginson, Jr.....	" .....
General Counsel.....	William W. Gurley.....	" .....
General Attorney.....	Addison L. Gardner.....	" .....
Auditor .....	C. W. Hillman.....	" .....
General Manager.....	D. MacAllister.....	" .....
Assistant General Manager.....	H. M. Brinkeroff.....	" .....
Chief Engineer.....	W. S. Menden.....	" .....
Superintendent of Transportation.....	A. S. Jones .....	" .....
Agent in Illinois for transfer of stock....	George Higginson, Jr....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles F. Dieterich.....	New York, N. Y .....	January 4, 1900.....
William W. Gurley.....	Chicago, Ill.....	" .....
John P. Wilson.....	" .....	" .....
R. Somers Hayes .....	New York, N. Y. ....	" 1901.....
James J. Higginson .....	" .....	" .....
Byron L. Smith.....	Chicago, Ill.....	" .....
George B. Harris.....	" .....	" 1902.....
D. MacAllister.....	" .....	" .....
George Higginson, Jr.....	Winnetka, Ill.....	" .....

## UNION CONSOLIDATED ELEVATED RAILWAY COMPANY.

(Operated by Metropolitan West Side Elevated Railway Co.)

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Geo. E. Newlin.....	Chicago, Ill.....
President .....	Geo. E. Newlin.....	.. .....
Vice-President .....	Chas. V. Weston .....	.. .....
Secretary and Treasurer.....	Howard Abel.....	.. .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Howard Abel .....	Chicago, Ill.....	December 5, 1899.....
Geo. E. Newlin.....	.. .....	.. .....
C. V. Weston.....	.. .....	.. .....
J. A. Rose .....	.. .....	.. .....
D. H. Louderback .....	.. .....	.. 1900.....

## MICHIGAN CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	C. M. Depew.....	New York, N. Y.....
President .....	H. B. Ledyard.....	Detroit, Mich.....
Assistant to President.....	E. C. Brown.....	.. .....
Vice-President.....	E. D. Worcester.....	New York, N. Y.....
Secretary .....	E. D. Worcester.....	.. .....
Treasurer.....	C. F. Cox.....	.. .....
General Counsel.....	Ashley Pond.....	Detroit, Mich.....
General Attorney.....	Henry Russell.....	.. .....
Auditor.....	A. J. Burt .....	.. .....
Assistant Auditor.....	F. O. Waldo.....	.. .....
Chief Engineer.....	A. Torrey.....	.. .....
General Superintendent.....	R. H. L'Hommedieu.....	.. .....
Assistant General Superintendent .....	A. B. Atwater.....	.. .....
Division Superintendent.....	D. S. Sutherland.....	.. .....
.. .....	F. P. McDonald.....	Jackson, Mich.....
.. .....	M. C. Coyle.....	Bay City, Mich.....
.. .....	J. H. Snyder.....	Chicago, Ill.....
.. .....	J. B. Morford.....	St. Thomas, Ont.....
Superintendent of Telegraph .....	E. E. Torrey.....	Detroit, Mich.....
Gen'l Freight Traffic Manager .....	B. B. Mitchell.....	.. .....
Assistant General Freight Agent.....	B. E. Hand.....	Chicago, Ill.....
General Passenger and Ticket Agent .....	O. W. Ruggles.....	.. .....
Ass't Gen'l Passenger and Ticket Agent.....	G. E. King.....	.. .....
General Baggage Agent.....	H. P. Dearing.....	.. .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Cornelius Vanderbilt.....	New York City.....	May, 1900.....
William K. Vanderbilt.....	".....	".....
Frederick W. Vanderbilt.....	".....	".....
Henry B. Ledyard.....	Detroit, Mich.....	".....
Edwin D. Worcester.....	New York City.....	".....
Samuel F. Barger.....	".....	".....
Chauncey M. Depew.....	".....	".....
Ashley Pond.....	Detroit, Mich.....	".....
Frederick S. Winston.....	Chicago, Ill.....	".....

## JOLIET &amp; NORTHERN INDIANA RAILROAD COMPANY.

(Operated under lease by Michigan Central Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	*C. Vanderbilt.....	New York, N. Y.....
First Vice-President.....	H. B. Ledyard.....	Detroit, Mich.....
Secretary.....	E. D. Worcester.....	New York, N. Y.....
Treasurer.....	C. F. Cox.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
*C. Vanderbilt.....	New York, N. Y.....	When successor appoint.
W. K. Vanderbilt.....	".....	".....
E. D. Worcester.....	".....	".....
Samuel F. Barger.....	".....	".....
C. M. Depew.....	".....	".....
H. B. Ledyard.....	Detroit, Mich.....	".....
Ashley Pond.....	New York, N. Y.....	".....

\*Deceased.

## MOBILE AND OHIO RAILROAD COMPANY.

(Operating St. Louis &amp; Cairo Railroad Company.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	W. Butler Duncan.....	New York, N. Y.....
President.....	E. L. Russell.....	Mobile, Ala.....
First Vice-President.....	J. H. Fav.....	New York, N. Y.....
Secretary and Treasurer.....	Henry Tacon.....	Mobile, Ala.....
General Counsel.....	E. L. Russell.....	".....
General Auditor.....	R. V. Taylor.....	".....
General Superintendent.....	C. S. Clark.....	".....
Superintendent of Transportation.....	J. N. Seale.....	".....
Division Superintendent.....	J. H. Clarke.....	Jackson, Tenn.....
".....	Henry Fonde.....	Mobile, Ala.....
".....	H. W. Clarke.....	St. Louis, Mo.....
Supt. of Motive Power and Car Equipment.....	M. T. Carson.....	Mobile, Ala.....
Superintendent of Telegraph.....	K. McKenzie.....	Jackson, Tenn.....
General Traffic Manager.....	J. T. Poe.....	Mobile, Ala.....
Ass't General Traffic Manager.....	C. W. Gibson.....	".....
General Freight Agent.....	Haiden Miller.....	St. Louis, Mo.....
Asst. General Freight Agent.....	J. M. Denyven.....	".....
General Passenger Agent.....	C. M. Shepard.....	Mobile, Ala.....
Purchasing Agent.....	R. H. Duesberry.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Term.
W. Richie.....	Chicago, Ill.....	March, 1900.....
Thomas M. Logan.....	Murphysboro, Ill.....	" 1900.....
Paul W. Abt.....	E. St. Louis, Ill.....	" 1900.....
Charles Hamilton.....	Waco, Texas.....	" 1901.....
S. Brass.....	Cairo, Ill.....	" 1901.....
E. L. Smithers.....	New York N. Y.....	" 1901.....
J. C. Edwards.....	Kansas City, Mo.....	" 1902.....
C. O. Pateen.....	Cairo, Ill.....	" 1902.....
F. A. Horsey.....	New York, N. Y.....	" 1902.....

## ST. LOUIS &amp; CAIRO RAILROAD COMPANY.

(Operated by the M. &amp; O. R. R. Co.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	F. A. Horsey.....	New York, N. Y.....
Vice-President.....	F. Brass.....	Cairo, Ill.....
Treasurer.....	F. A. Horsey.....	New York, N. Y.....
Secretary.....	Paul W. Abt.....	E. St. Louis, Ill.....

# NEW YORK, CHICAGO & ST. LOUIS RAILROAD, (THE) COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Chauncey M. Depew....	New York, N. Y.....
President.....	W. H. Canniff.....	Cleveland, O.....
Secretary and Treasurer.....	Chas F. Cox.....	New York, N. Y.....
Assistant Treasurer.....	H. Hammersley.....	Cleveland, O.....
General Counsel.....	Samuel E. Williamson..	New York, N. Y.....
General Solicitor.....	John H. Clarke.....	Cleveland, O.....
Auditor.....	James P. Curry.....	".....
General Superintendent.....	A. W. Johnson.....	".....
Division Superintendent.....	W. L. Blair.....	Cincinnati, O.....
Division Superintendent.....	C. D. Gorham.....	Fort Wayne, Ind.....
Superintendent of Motive Power.....	John Mackenzie.....	Cleveland, O.....
Superintendent of Telegraph.....	J. S. Evans.....	".....
General Freight Agent.....	G. B. Spriggs.....	".....
General Passenger Agent.....	B. F. Horner.....	".....
Purchasing Agent.....	M. M. Rodgers.....	".....
Car Accountant.....	W. J. Robertson.....	".....
General Baggage Agent.....	J. T. McKee.....	".....
Local Treasurer.....	F. Middlebrook.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Wm. K. Vanderbilt.....	New York, N. Y.....	May, 1900.....
Cornelius Vanderbilt.....	".....	".....
Fred W. Vanderbilt.....	".....	".....
H. McK. Twombly.....	".....	".....
John S. Kennedy.....	".....	".....
Samuel E. Williamson.....	".....	".....
Frederic P. Olcott.....	".....	".....
Chauncey M. Depew.....	".....	".....
Charles F. Cox.....	".....	".....
Samuel R. Callaway.....	".....	".....
W. H. Canniff.....	Cleveland, O.....	".....
Ralph W. Hickox.....	".....	".....
Chas. M. Read.....	Erie, Pa.....	".....

# CHICAGO & STATE LINE RAILROAD COMPANY, (THE)

(Operated under lease by the N. Y. C. & St. L. Rd. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	A. B. Newell.....	Chicago, Ill.....
Vice President.....	W. H. Canniff.....	Cleveland, O.....
Secretary.....	James P. Curry.....	Cleveland, O.....
Assistant Secretary.....	I. L. Lorkwood.....	Chicago, Ill.....
Treasurer.....	H. Hammersley.....	Cleveland, O.....
Agent in Illinois for transfer of stock....	W. G. Purdy.....	Chicago, Ill.....

## DIRECTORS.

Name,	Postoffice Address,	Term.
John S. Kennedy.....	New York, N. Y.....	January, 1900.....
W. H. Canniff.....	Cleveland, O.....	1900.....
Lafayette Briggs.....	Chicago, Ill.....	1900.....
Fred P. Olcott.....	New York, N. Y.....	1901.....
A. B. Newell.....	Chicago, Ill.....	1901.....
I. L. Lockwood.....	.....	1901.....
William K. Vanderbilt.....	New York, N. Y.....	1902.....
A. J. Eddy.....	Chicago, Ill.....	1902.....
James Webster.....	.....	1902.....

## NORTHWESTERN ELEVATED RAILROAD COMPANY.

(Under construction.)

## OFFICERS.

Title	Name,	Location of Office,
President.....	D. H. Louderback.....	Chicago, Ill.....
First Vice-President.....	E. L. Brewster.....	.. ..
Secretary and Treasurer.....	Howard Abel.....	.. ..
General Counsel.....	Clarence Knight.....	.. ..
Chief Engineer.....	Charles V. Weston.....	.. ..
Agent in Illinois for transfer of stock....	Illinois Trust & Sav. Bk.....	.. ..

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. L. Blair.....	New York, N. Y.....	.....
W. W. Miller.....	.....	.....
E. L. Brewster.....	Chicago, Ill.....	.....
J. C. Welling.....	.. ..	.....
B. Lathrop.....	.. ..	.....
D. H. Louderback.....	.. ..	.....
C. Buckingham.....	.....	.....

# OMAHA, KANSAS CITY & EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Theo. Gilman .....	New York, N. Y. ....
President .....	A. E. Stillwell .....	Kansas City, Mo. ....
First Vice-President .....	Jno. Lawler Welsh .....	Philadelphia, Pa. ....
Secretary .....	A. C. Robinson .....	Kansas City, Mo. ....
Treasurer .....	C. A. Braley .....	Quincy, Ill. ....
General Counsel .....	C. A. Babcock .....	Quincy, Ill. ....
Auditor .....	W. D. Tucker .....	" .....
General Manager .....	H. S. Reorden .....	" .....
Chief Engineer .....	E. M. Collins .....	" .....
General Superintendent .....	J. T. Sheridan .....	Stanberry, Mo. ....
General Freight Agent .....	Charles E. Gibbs .....	Quincy, Ill. ....
Assistant General Freight Agent .....	G. M. Entriken .....	Omaha, Neb. ....
General Passenger and Ticket Agent .....	Charles E. Gibbs .....	Quincy, Ill. ....
Asst. Gen. Passenger and Ticket Agent .....	A. J. Bandy .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. E. Stillwell .....	Kansas City, Mo. ....	August 14, 1899 .....
*J. McD. Trimble .....	" .....	" .....
C. A. Braley .....	" .....	" .....
J. Lawler Welsh .....	Philadelphia, Pa. ....	" .....
E. T. Statesburg .....	" .....	" .....
George C. Thomas .....	" .....	" .....
Theodore Gilman .....	New York, N. Y. ....	" .....

\* Resigned June 12, 1899.

# PAWNEE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Hiram White .....	Pawnee, Ill. ....
Vice-President .....	D. A. Drennan .....	" .....
Secretary .....	C. E. Clayton .....	" .....
Treasurer .....	H. R. Davis .....	" .....
General Counsel .....	Conkling & Grout .....	Springfield, Ill. ....
Auditor .....	M. C. White .....	Pawnee, Ill. ....
General Manager .....	H. R. Davis .....	" .....
Assistant General Manager .....	H. E. Farnam .....	" .....
General Freight and Passenger Agent .....	H. E. Farnam .....	" .....
Agent in Illinois for transfer of stock .....	C. E. Clayton .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. White .....	Taylorville, Ill.....	August 1, 1898.....
C. E. Clayton.....	East St. Louis.....	" .....
L. K. Davis.....	Springfield, Ill.....	" .....
H. R. Davis.....	Pawnee, Ill.....	" 7, 1899.....
Hiram White.....	" .....	" .....
D. A. Drennan.....	Springfield, Ill.....	" .....

## PENNSYLVANIA COMPANY.

(Lessee of Pittsburgh, Fort Wayne & Chicago Railway Company and operating Calumet River Railway Company and South Chicago & Southern Railway Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	A. J. Cassatt.....	Philadelphia, Pa.....
First Vice-President .....	James McCrea.....	Pittsburgh, Pa.....
Second Vice-President .....	J. T. Brooks.....	" .....
Third Vice-President .....	Jos. Wood.....	" .....
Secretary.....	S. B. Liggett.....	" .....
Treasurer.....	T. H. B. McKnight.....	" .....
Assistant Treasurer .....	J. P. Henderson.....	" .....
General Counsel.....	J. J. Brooks.....	" .....
Assistant Counsel.....	L. L. Gilbert.....	" .....
Comptroller .....	John W. Renner.....	" .....
Assistant Comptroller.....	Albert McElevey .....	" .....
Auditor Freight Receipts.....	John M. Lyon.....	" .....
Auditor Passenger Receipts.....	J. P. Farley.....	" .....
Auditor of Disbursements.....	James Instan .....	" .....
General Manager.....	L. F. Loree.....	" .....
General Superintendent Transportation.....	E. B. Taylor.....	" .....
Chief Engineer.....	Thomas Rodd.....	" .....
General Superintendent .....	Charles Watts .....	" .....
Division Superintendent .....	J. B. McKim.....	Fort Wayne, Ind.....
Division Superintendent .....	A. B. Starr.....	Allegheny City, Pa .....
Chief of Motive Power.....	Theo. N. Ely.....	Philadelphia, Pa.....
Superintendent of Motive Power .....	G. L. Potter.....	Fort Wayne, Ind.....
Superintendent of Telegraph .....	A. M. Schoyer.....	Pittsburgh, Pa.....
Real Estate Agent.....	C. D. Law.....	" .....
Signal Engineer.....	W. McC. Grafton .....	" .....
Purchasing Agent.....	H. O. Hukill.....	" .....
Freight Traffic Manager.....	D. T. McCabe .....	" .....
General Freight Agent.....	J. P. Orr.....	" .....
General Passenger and Ticket Agent.....	E. A. Ford.....	" .....
Chief Asst. General Passenger Agent.....	Frank VanDusen.....	" .....
General Baggage Agent.....	R. R. Bentley .....	" .....

# CALUMET RIVER RAILWAY COMPANY.

(Operated by Pennsylvania Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Jos. Wood .....	Pittsburg, Pa .....
Vice-President .....	James McCrea .....	" .....
Secretary.....	S. B. Liggett.....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
F. W. Belz.....	Chicago, Ill .....	April, 1900.....
William Borner.....	" .....	" 1900.....
Jos. Wood .....	Pittsburg, Pa .....	" 1900.....
James McCrea.....	" .....	" 1901.....
Geo. M. Bogue .....	Chicago, Ill.....	" 1901.....

# PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY COMPANY.

(Operated by the Pennsylvania Railroad Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Charles Lanier .....	New York, N. Y.....
Secretary and Treasurer .....	John J. Haley.....	Pittsburgh, Pa.....
General Counsel.....	Wheeler H. Peckham....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Charles Lanier.....	New York, N. Y.....	Annual election, 1900....
Henry Amy.....	".....	".....
William C. Eggleston..	".....	".....
James McCrea.....	Pittsburgh, Pa.....	".....
John S. Kennedy.....	New York, N. Y.....	"..... 1901.....
Charles E. Speer.....	Pittsburgh, Pa.....	".....
Charles McCulloch.....	Fort Wayne, Ind.....	".....
*John N. Hutchinson.....	Philadelphia, Pa.....	"..... 1902.....
Henry C. Urner.....	Cincinnati, Ohio.....	".....
Levi Z. Leiter.....	Chicago, Ill.....	".....
*Frank Thompson.....	Philadelphia, Pa.....	"..... 1903.....
John Sherman.....	Mansfield, Ohio.....	".....
L. B. Harrison.....	Cincinnati, Ohio.....	".....

\* Deceased.

## SOUTH CHICAGO &amp; SOUTHERN RAILROAD COMPANY.

(Operated by Pennsylvania Company.)

## OFFICERS.

Title.	Name.	Location of Office
President.....	Jos. Wood.....	Pittsburgh, Pa.....
Vice-President.....	James McCrea.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jos. Wood.....	Pittsburgh, Pa.....	April, 1900.....
F. J. Loesch.....	Chicago, Ill.....	".....
E. A. Dawson.....	".....	April, 1901.....
Fred W. Belz.....	".....	".....
Wm. Borner.....	".....	April, 1902.....
George Willard.....	".....	".....
James McCrea.....	Pittsburgh, Pa.....	".....

**PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAILROAD  
COMPANY (THE).**

**OFFICERS.**

Title.	Name.	Location of Office.
President .....	A. J. Cassatt .....	Philadelphia, Pa. ....
First Vice-President .....	James McCrea .....	Pittsburgh, Pa. ....
Second Vice-President .....	J. T. Brooks .....	" .....
Third Vice-President .....	Jos. Wood .....	" .....
Secretary .....	S. B. Liggett .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....
Assistant Treasurer .....	M. C. Spencer .....	" .....
General Counsel .....	J. J. Brooks .....	" .....
Assistant to General Counsel .....	L. L. Gilbert .....	" .....
Comptroller .....	John W. Renner .....	" .....
Assistant Comptroller .....	Albert McElevey .....	" .....
Auditor of Freight Receipts .....	John M. Lyon .....	" .....
Auditor of Passenger Receipts .....	J. F. Farley .....	" .....
Auditor of Disbursements .....	James Instan .....	" .....
General Manager .....	L. F. Loree .....	" .....
Chief Engineer .....	Thos. H. Johnson .....	" .....
Gen'l Superintendent of Transportation .....	E. B. Taylor .....	" .....
General Superintendent .....	J. F. Miller .....	Columbus, O. ....
Division Superintendent .....	G. L. Peck .....	Pittsburgh, Pa. ....
" .....	P. A. Bonebrake .....	Columbus, O. ....
" .....	J. S. May .....	Richmond, Ind. ....
" .....	C. H. Walton .....	Logansport, Ind. ....
" .....	B. W. Taylor .....	Louisville, Ky. ....
Division Superintendent and Gen'l Agt. .....	Ralph Peters .....	Cincinnati, O. ....
Chief of Motive Power .....	Thos. N. Ely .....	Philadelphia, Pa. ....
Superintendent of Motive Power .....	S. P. Bush .....	Columbus, O. ....
Superintendent of Telegraph .....	A. M. Schoyer .....	Pittsburgh, Pa. ....
Real Estate Agent .....	C. D. Law .....	" .....
Signal Engineer .....	W. McC. Grafton .....	" .....
Purchasing Agent .....	H. O. Hukill .....	" .....
General Traffic Manager .....	D. T. McCabe .....	" .....
General Freight Agent .....	J. B. Hill .....	Columbus, O. ....
General Passenger and Ticket Agent .....	E. A. Ford .....	Pittsburgh, Pa. ....
Chief Asst. General Passenger Agent .....	Frank Van Dusen .....	" .....
General Baggage Agent .....	R. R. Bentley .....	" .....

**DIRECTORS.**

Name.	Postoffice Address.	Date of Expiration of Term.
George Willard .....	Chicago, Ill. ....	April, 1900 .....
Briggs S. Cunningham .....	Cincinnati, O. ....	" .....
Joseph Wood .....	Pittsburgh, Pa. ....	" .....
J. T. Brooks .....	Philadelphia, Pa. ....	April, 1901 .....
Amos R. Little .....	" .....	" .....
Samuel Rea .....	" .....	" .....
James McCrea .....	Pittsburgh, Pa. ....	April, 1902 .....
William H. Barnes .....	Philadelphia, Pa. ....	" .....
Samuel S. Dennis .....	Newark, N. J. ....	" .....
A. J. Cassatt .....	Philadelphia, Pa. ....	April, 1903 .....
John P. Green .....	" .....	" .....
Charles E. Pugh .....	" .....	" .....
N. P. Shortridge .....	" .....	" .....

# ENGLEWOOD CONNECTING RAILWAY COMPANY.

(Operated by P., C. C. & St. L. Ry. Co.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Jos. Wood.....	Pittsburgh, Pa.....
Vice-President.....	Jas. McCrea.....	.. ..
Secretary.....	S. B. Liggett.....	.. ..
Treasurer.....	F. H. B. McKnight.....	.. ..

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Jas. McCrea.....	Pittsburgh, Pa.....	April, 1900.....
Jos. Wood.....	.. ..	.. ..
Wm. Borner.....	Chicago, Ill.....	.. ..
George Willard.....	.. ..	April, 1902.....
Fred W. Belz.....	.. ..	.. ..

# PEORIA & PEKIN UNION RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	G. L. Bradbury.....	Chicago, Ill.....
Vice-President and General Manager.....	C. H. Bosworth.....	Peoria, Ill.....
Secretary.....	H. K. Pinkney.....	.. ..
Treasurer.....	John F. Kiefer.....	.. ..
General Counsel.....	Stevens, Horton & Abbott.....	.. ..
Auditor.....	H. K. Pinkney.....	.. ..
Chief Engineer.....	M. S. Morris.....	.. ..
General Superintendent.....	F. L. Tompkins.....	.. ..
Assistant Superintendent.....	W. E. Bell.....	.. ..
Superintendent of Telegraph.....	C. W. Hughey.....	.. ..
General Freight and Passenger Agent ..	H. K. Pinknes.....	.. ..
General Baggage Agent.....	T. L. Elbeck.....	.. ..
Agent in Illinois for transfer of stock....	H. K. Pinkney.....	.. ..

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. A. Barnard .....	Indianapolis, Ind .....	1900 .....
E. O. Hopkins .....	Evansville, Ind .....	" .....
Curtiss Millard .....	Springfield, Ill .....	" .....
G. S. Bradbury .....	Chicago, Ill .....	" .....
E. F. Osborn .....	Cincinnati, O .....	1901 .....
W. J. Lewis .....	Evansville, Ind .....	" .....
C. E. Kimball .....	New York, N. Y .....	" .....
C. H. Bosworth .....	Peoria, Ill .....	" .....
C. E. Schaff .....	Cincinnati, O .....	1902 .....
A. G. Palmer .....	Evansville, Ind .....	" .....
Bluford Wilson .....	Springfield, Ill .....	" .....
E. N. Armstrong .....	Peoria, Ill .....	" .....

## PEORIA, DECATUR &amp; EVANSVILLE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	E. O. Hopkins .....	Evansville, Ind .....
President .....	R. S. Anderson .....	New York, N. Y .....
Secretary and Treasurer .....	W. J. Lewis .....	Evansville, Ind .....
General Counsel .....	J. S. Stevens .....	Peoria, Ill .....
Auditor .....	E. M. Heberd .....	Evansville, Ind .....
General Manager .....	E. O. Hopkins .....	" .....
General Superintendent .....	R. B. Starbuck .....	Mattoon, Ill .....
Superintendent of Telegraph .....	O. Schilling .....	" .....
General Freight and Passenger Agent .....	A. G. Palmer .....	Evansville, Ind .....
General Baggage Agent .....	A. G. Palmer .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
H. I. Clark .....	New York, N. Y .....	October, 1899 .....
Emerson Chamberlin .....	" .....	" .....
E. O. Hopkins .....	Evansville, Ind .....	" .....
R. S. Anderson .....	New York, N. Y .....	October, 1900 .....
Stephen W. Carey .....	Mt. Clare, N. J .....	" .....
John J. Moore .....	New York, N. Y .....	" .....
John H. Prall .....	" .....	October, 1901 .....
Herbert H. Drake .....	" .....	" .....
Francis M. Weeks .....	" .....	" .....

## QUINCY, CARROLLTON &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	D. R. Francis.....	St. Louis, Mo.....
First Vice-President.....	William P. Kennett.....	".....
Secretary.....	G. A. H. Mills.....	".....
Treasurer.....	C. H. Hiemenz.....	".....
Auditor.....	George W. Dye.....	Jacksonville, Ill.....
General Manager.....	C. M. Stanton.....	".....
Chief Engineer.....	B. F. Bond.....	".....
Superintendent of Telegraph.....	C. M. Stanton.....	".....
General Freight Agent.....	W. E. Crane.....	".....
General Passenger and Ticket Agent.....	J. W. Daly.....	".....
General Baggage Agent.....	J. W. Daly.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
David R. Francis.....	St. Louis, Mo.....	February, 1900.....
William P. Kennett.....	".....	".....
Thomas H. Francis.....	".....	".....
Orman Pierson.....	Carrollton, Ill.....	".....
George W. Davis.....	".....	".....
James McNabb.....	".....	".....
Lewis P. Prebles.....	Careville, Ill.....	".....

For six months ending June 30, 1899.

## ROCK ISLAND &amp; PEORIA RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Rock Island, Ill.....
Vice-President.....	H. S. Cable.....	".....
Secretary and Auditor.....	R. H. Hudson.....	".....
Treasurer.....	H. P. Greenough.....	".....
General Superintendent and Superintendent of Telegraph.....	H. P. Greenough.....	".....
General Freight, Passenger and Ticket Agent.....	M. A. Patterson.....	".....
Agent in Illinois for transfer of stock.....	R. H. Hudson.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable.....	Chicago, Ill.....	June, 1900.....
H. S. Cable.....	Rock Island, Ill.....	" .....
H. B. Sudlow.....	Davenport, Ia.....	June, 1901.....
A. Kimball.....	Rock Island, Ill.....	" .....
Phil. Mitchell.....	Rock Island, Ill.....	" .....
C. F. Lynde.....	New York, N. Y. ....	" .....
A. R. Flower.....		

## ST. CLAIR, MADISON &amp; ST. LOUIS BELT RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	John F. Barnard.....	St. Louis, Mo.....
President.....	E. F. Leonard.....	Peoria .....
Vice-President.....	Edwards Whittaker .....	St. Louis, Mo.....
Treasurer.....	C. Hodgman.....	" .....
General Counsel.....	Boyle, Priest & Lehman.	" .....
Superintendent.....	J. E. May .....	Alton, Ill .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. F. Leonard.....	Springfield, Ill.....	December, 1900.....
Edwards Whittaker .....	St. Louis, Mo.....	" .....
F. M. Howard .....	East St. Louis, Ill.....	" .....
J. E. May.....	Alton, Ill .....	" .....

## ST. LOUIS, BELLEVILLE &amp; SOUTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	C. F. Parker.....	St. Louis, Mo.....
Vice-President.....	J. F. Titus.....	Chicago, Ill.....
Secretary.....	W. G. Bruen.....	" .....
Treasurer.....	E. T. H. Gibson.....	New York, N. Y.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. C. Welling .....	Chicago, Ill. ....	October, 1899. ....
C. F. Parker .....	St. Louis, Mo. ....	.....
J. T. Harahan .....	Chicago, Ill. ....	October, 1900. ....
G. A. Koerner .....	Belleville, .....	.....
J. F. Titus .....	Chicago, Ill. ....	" .....

## ST. LOUIS, BELLEVILLE &amp; SUBURBAN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	W. S. Forman .....	E. St. Louis, Ill. ....
First Vice-President .....	F. F. Espenschied .....	.....
Secretary .....	George Townsend .....	" .....
Treasurer .....	W. S. Reed .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
W. S. Forman .....	East St. Louis, Ill. ....	1899 .....
John Niemes .....	.....	1899 .....
F. F. Espenschied .....	St. Louis, Mo. ....	1899 .....
George Townsend .....	Kneipp, Ill. ....	1899 .....
W. S. Reed .....	St. Louis, Mo. ....	1899 .....

## ST. LOUIS, CHICAGO &amp; ST. PAUL RAILWAY COMPANY OF ILLINOIS.

## OFFICERS.

Title.	Name.	Location of Office.
President and Receiver .....	William H. Male .....	New York, N. Y. ....
Vice-President .....	Joseph Dickson .....	St. Louis, Mo. ....
Secretary and Treasurer .....	Ralph Blaisdell .....	Springfield, Ill. ....
Auditor .....	Ralph Blaisdell .....	.....
Superintendent .....	C. Millard .....	" .....
Superintendent of Telegraph .....	N. L. Judd .....	" .....
General Freight Agent .....	W. M. Bushnell .....	St. Louis, Mo. ....
General Passenger Agent .....	Ed. A. Williams .....	.....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
George D. Munford .....	New York, N. Y. ....	1st Monday Nov. 1899. ....
Charles E. Braden .....	Chicago, Ill. ....	" 1899. ....
Curtiss Millard .....	Springfield, Ill. ....	" 1899. ....
Charles E. Kimball .....	New York, N. Y. ....	" 1900. ....
William H. Male .....	" .....	" 1900. ....
Ralph Blaisdell .....	Springfield, Ill. ....	" 1900. ....
Joseph Dixon .....	St. Louis, Mo. ....	" 1901. ....
Pierre Isham .....	Chicago, Ill. ....	" 1901. ....
James Duncan .....	Alton, Ill. ....	" 1901. ....

## ST. LOUIS, INDIANAPOLIS &amp; EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Wm. H. Alley .....	Chicago .....
Vice-President .....	John B. Lyon .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	J. F. Titus .....	" .....
General Attorney .....	John T. Hays .....	Sullivan, Ind. ....
Auditor .....	C. R. Henkle .....	Chicago, Ill. ....
General Manager .....	P. H. Blue .....	Sullivan, Ind. ....
General Passenger and Freight Agent ..	F. E. Basler .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John L. Stockton .....	(Deceased) .....	January 6, 1900. ....
W. G. Bruen .....	Chicago, Ill. ....	" 1900. ....
D. W. Ross .....	" .....	" 1900. ....
William H. Alley .....	" .....	" 1901. ....
John B. Lyon .....	" .....	" 1901. ....
P. H. Blue .....	Sullivan, Ind. ....	" 1901. ....
John T. Hays .....	" .....	" 1902. ....
J. T. Harahan .....	Chicago, Ill. ....	" 1902. ....
John Dunn .....	(Deceased) .....	" 1902. ....

## SOUTH SIDE ELEVATED RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Leslie Carter .....	Chicago, Ill. ....
Vice-President .....	A. A. Carpenter .....	" .....
Secretary and Treasurer .....	John H. Glade .....	" .....
Counsel .....	Noble B. Judah .....	" .....
Attorney .....	Edward C. Nichols .....	" .....
Auditor .....	Francis E. Williams .....	" .....
General Manager .....	Marcellus Hopkins .....	" .....
Engineer .....	Robt. Hinenlippe .....	" .....
Superintendent .....	James F. Morrison .....	" .....
Agent in Illinois for transfer of stock ..	The Northern Trust Co. ....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Leslie Carter.....	Chicago, Ill.....	January, 1900.....
Joseph Leiter.....	".....	" 1900.....
William B. Walker.....	".....	" 1900.....
George E. Adams.....	".....	" 1901.....
George E. Moulton.....	".....	" 1901.....
C. J. Blair.....	".....	" 1901.....
A. A. Carpenter.....	".....	" 1902.....
Thies J. Lefens.....	".....	" 1902.....
A. O. Slaughter.....	".....	" 1902.....
Byron L. Smith.....	".....	" 1903.....

ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY  
COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. C. Rainwater.....	St. Louis, Mo.....
Vice President.....	Edw. Walsh, Jr.....	".....
Secretary.....	H. D. Heuer.....	".....
Treasurer.....	F. C. Doab.....	".....
Attorney.....	John H. Overall.....	".....
Auditor.....	James F. Hanna.....	".....
Superintendent.....	Edw. Dunlop.....	".....
Superintendent of Telegraph.....	E. A. Chenery.....	".....
General Passenger and Ticket Agent.....	V. W. Fisher.....	".....
Freight Agent.....	F. Roederer.....	".....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Term.
C. C. Rainwater.....	St. Louis, Mo.....	November 11, 1899.....
C. D. McLure.....	".....	".....
L. M. Rumsey.....	".....	".....
D. R. Francis.....	".....	".....
John N. Boinger.....	".....	".....
John J. Taussig.....	".....	".....
Edw. Walsh, Jr.....	".....	".....
J. H. Dickman.....	".....	".....
Wm. Duncan.....	".....	".....
S. D. Webster.....	".....	".....
H. D. Heuer.....	".....	".....

## ST. LOUIS PEORIA &amp; NORTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. N. Faithorn.....	St. Louis, Mo.....
Secretary.....	J. C. Howe.....	".....
Treasurer.....	J. C. Howe.....	".....
General Attorney.....	Conkling & Grout.....	Springfield, Ill.....
Auditor.....	R. Adams.....	St. Louis, Mo.....
General Manager.....	J. N. Faithorn.....	".....
Engineer.....	F. G. Jonah.....	Springfield, Ill.....
Superintendent.....	W. H. Gridley.....	".....
General Freight Agent.....	L. Faithorn.....	St. Louis, Mo.....
General Passenger Agent.....	W. J. McLean.....	".....
General Ticket Agent.....	W. J. McLean.....	".....
General Baggage Agent.....	W. J. McLean.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration. of Term.
Thomas H. West.....	St. Louis, Mo.....	October, 1899.....
Wm. E. Guy.....	".....	".....
E. W. Guy.....	Belleville, Ill.....	".....
J. N. Faithorn.....	Chicago, Ill.....	October, 1900.....
D. R. Durkee.....	".....	".....
Jos. M. Grout.....	Springfield, Ill.....	October, 1901.....
C. L. Conkling.....	".....	".....
Louis Kolb.....	Marine, Ill.....	October, 1902.....
Wm. L. Huse.....	St. Louis, Mo.....	".....
C. D. McLure.....	".....	".....

# TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Julius J. Walsh.....	St. Louis, Mo.....
Vice-President.....	E. P. Bryan.....	".....
Secretary.....	James Hanna.....	".....
Treasurer.....	H. H. Calef.....	".....
Attorney.....	M. F. Watts.....	".....
Auditor.....	James Hanna.....	".....
Superintendent.....	Edwin Dunlop.....	".....
Superintendent of Telegraph.....	E. A. Chenery.....	".....
Freight Agent.....	F. Roederer.....	".....
Passenger and Ticket Agent.....	V. W. Fisher.....	".....
General Baggage Agent.....	M. M. Steele.....	".....

## DIRECTORS.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. Ramsey, Jr.....	St. Louis, Mo.....	March 6, 1900.....
C. G. Warner.....	".....	".....
Julius S. Walsh.....	".....	".....
W. S. McChesney, Jr.....	".....	".....
W. M. Greene.....	Cincinnati, Ohio.....	".....
E. F. Osborn.....	".....	".....
W. B. Doddridge.....	St. Louis, Mo.....	".....

# ST. LOUIS BRIDGE COMPANY.

(Operated by Terminal Railroad Association of St. Louis.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	William Taussig.....	St. Louis, Mo.....
Vice-President.....	Julius S. Walsh.....	".....
Secretary and Treasurer.....	V. W. Fisher.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. Pierpont Morgan.....	New York, N. Y.....	March 6, 1900.....
Julius S. Walsh.....	St. Louis, Mo.....	".....
William Taussig.....	".....	".....
E. P. Bryan.....	".....	".....
V. W. Fisher.....	".....	".....

# TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

(Lessee Terre Haute & Peoria Railroad Company; St. Louis, Vandalia & Terre Haute Railroad Company, and operating East St. Louis & Carondelet Railway.)

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	V. T. Malott .....	Indianapolis, Ind. ....
President .....	James McCrea .....	Pittsburgh, Pa. ....
Secretary for Receiver.....	E. R. Darlow.....	Indianapolis, Ind. ....
Secretary.....	George E. Farrington ..	Terre Haute, Ind. ....
Treasurer.....	R. B. Thompson.....	.....
General Counsel.....	Jno. G. Williams.....	Indianapolis, Ind. ....
Auditor.....	W. S. Roney.....	Terre Haute, Ind. ....
General Manager.....	James J. Turner .....	St. Louis, Mo. ....
Chief Engineer.....	F. T. Hatch.....	Terre Haute, Ind. ....
Division Superintendent .....	H. I. Miller.....	" .....
" .....	F. T. Hatch.....	" .....
" .....	Benj. McKeen.....	" .....
Superintendent of Telegraph .....	A. M. Schoyer.....	Pittsburgh, Pa. ....
General Freight Agent.....	N. W. Taylor.....	St. Louis, Mo. ....
General Passenger Agent.....	E. A. Ford.....	Pittsburgh, Pa. ....
Assistant General Passenger Agent.....	J. M. Chesbrough.....	St. Louis, Mo. ....
General Baggage Agent.....	R. R. Bentley .....	Pittsburgh, Pa. ....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburgh, Pa. ....	.....
J. T. Brooks.....	" .....	.....
Joseph Wood .....	" .....	.....
J. J. Turner.....	St. Louis, Mo. ....	.....
William R. McKeen.....	Terre Haute, Ind. ....	.....
D. W. Minshall .....	" .....	.....
Herman Hulman, Sr.....	" .....	.....

# EAST ST. LOUIS & CARONDELET RAILWAY.

(Operated by Terre Haute & Indianapolis Railroad Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea .....	Pittsburgh, Pa. ....
Vice-President .....	James J. Turner.....	St. Louis, Mo. ....
Secretary.....	S. B. Liggett.....	Pittsburgh, Pa. ....
Treasurer.....	T. H. B. McKnight.....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. S. Peers.....	Collinsville, Ill.....	February 16, 1900.....
C. H. Seybt.....	Highland, Ill.....	".....
C. D. Hoiles.....	Greenville, Ill.....	".....
Abram McNeil.....	".....	".....
James J. Turner.....	St. Louis, Mo.....	".....
Joseph Wood.....	Pittsburgh, Pa.....	".....
James McCrea.....	".....	".....
W. R. McKeen.....	Terre Haute, Ind.....	".....
J. J. Brooks.....	Pittsburgh, Pa.....	".....

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD  
COMPANY

(Operated under lease by the Terre Haute &amp; Indianapolis Railroad Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea.....	Pittsburgh, Pa.....
Vice-President.....	Joseph Wood.....	".....
Secretary.....	S. B. Liggett.....	".....
Treasurer.....	T. H. B. McKnight.....	".....
Assistant Secretary.....	C. C. Hoiles.....	Greenville, Ill.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
John P. Green.....	Philadelphia, Pa.....	January 10, 1900.....
James McCrea.....	Pittsburgh, Pa.....	".....
Joseph Wood.....	".....	".....
J. T. Brooks.....	".....	".....
Robert L. Dulaney.....	Marshall, Ill.....	".....
E. O. Stanard.....	St. Louis, Mo.....	".....
A. G. Henry.....	Greenville, Ill.....	".....
J. S. Peers.....	Collinsville, Ill.....	".....

# TERRE HAUTE & PEORIA RAILROAD COMPANY.

(Operated by the Terre Haute & Indianapolis Railroad Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James McCrea.....	Pittsburgh, Pa.....
Vice-President.....	J. T. Brooks.....	Terre Haute, Ind.....
Secretary.....	George E. Farrington...	St. Louis, Mo.....
Assistant Secretary.....	W. G. Phelps.....	Terre Haute, Ind.....
Treasurer.....	R. B. Thompson.....	

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James McCrea.....	Pittsburgh, Pa.....	January, 1900.....
J. T. Brooks.....	Paris, Ill.....	".....
James E. Parrish.....	Peoria.....	".....
Charles O. Chestnut.....		".....
E. T. Leonard.....		".....

# TOLUCA & EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Chas. J. Devlin.....	Topeka, Kan.....
Vice-President.....	Joab Mulvane.....	Toluca, Ill.....
Secretary.....	Henry Duggan.....	Topeka, Kan.....
Treasurer.....	Chas. J. Devlin.....	".....
Auditor.....	J. D. Norton.....	Toluca, Ill.....
General Manager.....	Henry Duggan.....	".....
Chief Engineer.....	Chas. S. Henning.....	".....
General Agent.....	Chas. S. Henning.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Henry Duggan .....	Toluca, Ill .....	Not given .....
W. W. Twist .....	" .....	" .....
Jas. E. Porterfield .....	" .....	" .....
Henry J. Miller .....	Spring Valley, Ill. ....	" .....
Chas. J. Devlin .....	" .....	" .....
Edward C. Anderson .....	Marquette, Ill. ....	" .....
Alfred G. Dumlum .....	Chicago, Ill. ....	" .....
Newton F. Phillips .....	" .....	" .....
James S. Wylie .....	Davenport, Ia. ....	" .....

## TOLEDO, PEORIA &amp; WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. F. Leonard .....	Peoria, Ill .....
Secretary .....	E. D. Usner .....	" .....
Treasurer .....	E. F. Leonard .....	" .....
General Attorney .....	Walter S. Horton .....	" .....
Auditor .....	E. D. Usner .....	" .....
General Superintendent .....	E. N. Armstrong .....	" .....
Superintendent of Telegraph .....	C. B. Plantz .....	" .....
General Freight Agent .....	D. Mowat .....	" .....
General Passenger and Ticket Agent .....	E. N. Armstrong .....	" .....
General Baggage Agent .....	E. N. Armstrong .....	" .....
Agent in Illinois for transfer of stock .....	E. D. Usner .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
C. M. Dawes .....	Chicago, Ill. ....	September, 1899 .....
Franklin H. Head .....	" .....	" .....
E. F. Leonard .....	Springfield, Ill. ....	" .....
W. W. Baldwin .....	Burlington, Ia. ....	September, 1900 .....
Jos. Wood .....	Pittsburgh, Pa. ....	" .....

## TOLEDO, ST. LOUIS &amp; KANSAS CITY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receiver .....	Sam'l Hunt.....	Toledo, O.....
President .....	Chas. Miller.....	Franklin, Pa.....
Secretary and Treasurer .....	M. L. Crowell.....	Toledo, O.....
General Counsel.....	Clarence Brown.....	".....
Auditor, Acting.....	E. O. Reed.....	".....
General Superintendent.....	J. W. Sherwood.....	".....
Division Superintendent.....	L. F. Westrich.....	St. Louis, Mo.....
Superintendent of Car Service .....	D. F. Milne.....	Toledo, O.....
Superintendent of Telegraph.....	N. McKinnon.....	".....
Freight Traffic Manager.....	W. S. Weed.....	".....
General Passenger Agent.....	C. C. Jenkins.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. L. Laidlow .....	New York, N. Y.....	September, 1899.....
F. J. Sawyer.....	Buffalo, N. Y.....	".....
Clarence Brown .....	Toledo, O.....	".....
M. L. Crowell.....	".....	".....
S. H. Kneeland .....	New York, N. Y.....	September, 1900.....
J. P. Morris.....	".....	".....
S. K. Wilson.....	Trenton, N. J.....	".....
F. H. Johnston.....	Franklin, Pa.....	".....
Chas. Miller.....	".....	September, 1901.....
J. F. Clinch .....	New York, N. Y.....	".....
J. S. Stout.....	".....	".....
G. B. Schley .....	".....	".....
J. S. Bach.....	".....	".....

## UNION ELEVATED RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Chas. T. Yerkes.....	Chicago, Ill.....
President .....	Chas. T. Yerkes.....	".....
First Vice-President.....	J. Charles Moore.....	".....
General Manager.....	D. H. Loubserback .....	".....
Secretary and Treasurer .....	Howard Abel.....	".....
General Counsel.....	C. A. Knight.....	".....
Chief Engineer.....	C. V. Weston.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of term.
J. M. Roach .....	Chicago, Ill. ....	December 5, 1899 .....
W. E. Baker .....	" .....	" .....
Dickinson MacAllister .....	" .....	November 1, 1900 .....
J. Chas. Moore .....	" .....	February 13, 1900 .....
Chas. T. Yerkes .....	" .....	December 5, 1900 .....

## WABASH RAILROAD COMPANY, (THE).

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	O. D. Ashley .....	New York, N. Y. ....
President.....	O. D. Ashley .....	" .....
Vice-President.....	Edgar T. Wells .....	" .....
Vice-President.....	J. Ramsey, Jr. ....	St. Louis, Mo. ....
Secretary.....	J. C. Otteson .....	New York, N. Y. ....
Treasurer.....	F. L. O'Leary .....	St. Louis, Mo. ....
General Solicitor and General Attorney..	Wells H. Blodgett .....	" .....
Auditor.....	D. B. Howard .....	" .....
Assistant Auditor .....	E. B. Pryor .....	" .....
General Manager.....	J. Ramsey, Jr. ....	" .....
Chief Engineer.....	W. S. Lincoln .....	" .....
General Superintendent.....	H. L. Magee .....	" .....
Division Superintendent.....	E. A. Gould .....	Peru, Ind. ....
" .....	J. S. Goodrich .....	Moberly, Mo. ....
" .....	W. A. Garrett .....	Decatur, Ill. ....
Superintendent of Telegraph .....	G. C. Kinsman .....	" .....
Traffic Manager, Freight.....	M. Knight .....	St. Louis, Mo. ....
General Freight Agent.....	S. B. Knight .....	" .....
Assistant General Freight Agent.....	P. W. Coyle .....	" .....
General Passenger and Ticket Agent.....	C. S. Crane .....	" .....
Ass't General Passenger and Tkt. Agent.	H. V. P. Taylor .....	" .....
General Baggage Agent.....	S. H. Overholt .....	" .....

## DIRECTORS.

Title.	Postoffice Address.	Date of Expiration of Term.
O. D. Ashley .....	New York, N. Y. ....	2d Tuesday in Oct., 1899.
George J. Gould.....	" .....	" .....
Edgar T. Wells .....	" .....	" .....
Henry K. McHarg.....	" .....	" .....
C. J. Lawrence .....	" .....	" .....
S. C. Reynolds .....	Toledo, Ohio .....	" .....
Thomas H. Hubbard .....	New York, N. Y. ....	" .....
John T. Terry .....	" .....	" .....
Russell Sage .....	" .....	" .....
Francis Favy .....	London, England.....	" .....
C. C. Macrae .....	" .....	" .....
P. B. Wyckoff.....	New York, N. Y. ....	" .....
Edwin Gould .....	" .....	" .....

## WABASH, CHESTER &amp; WESTERN RAILROAD COMPANY, (THE).

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Nathan Cole.....	St. Louis, Mo.....
Vice-President and General Manager.....	C. B. Cole.....	Chester, Ill.....
Secretary.....	H. C. Cole.....	".....
Treasurer.....	C. B. Cole.....	".....
General Attorney.....	H. C. Horner.....	".....
Auditor.....	C. E. Kingsbury.....	".....
General Superintendent.....	C. H. Sharman.....	".....
General Freight and Passenger Agent...	C. E. Kingsbury.....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Nathan Cole.....	St. Louis, Mo.....	March, 1900.....
Charles B. Cole.....	Chester, Ill.....	March, 1901.....
H. C. Cole.....	".....	".....
J. J. Morrison.....	".....	March, 1902.....
George W. Evans.....	Mt. Vernon, Ill.....	".....

## WAUKEGAN AND MISSISSIPPI VALLEY RAILWAY CO.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. S. Keefe.....	Chicago, Ill.....
Secretary and Treasurer.....	George P. Washburn....	".....
General Manager.....	Thomas L. Wolf.....	".....
Agent in Illinois for transfer of stock....	George P. Washburn....	".....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
A. M. Crane.....	Chicago, Ill.....	Annual Meeting, 1900....
J. S. Keefe.....	".....	" " 1901....
C. T. Boyton.....	".....	" " 1902....

# WISCONSIN CENTRAL COMPANY.

## OFFICERS.

Title.	Name	Location of Office.
Receivers .....	Henry F. Whitcomb.....	Milwaukee, Wis.....
President.....	Howard Morris .....	.....
Vice President.....	A. H. Hardy.....	Boston, Mass.....
Secretary.....	Frederick Abbott .....	Milwaukee, Wis.....
Assistant Secretary.....	Howard Morris.....	.....
Assistant Treasurer.....	Joseph H. Wellman.....	Boston, Mass.....
General Solicitor.....	Frederick Abbott .....	Milwaukee, Wis.....
Auditor.....	Howard Morris .....	.....
General Manager.....	Robert Toombs .....	.....
Chief Engineer.....	H. F. Whitcomb.....	.....
General Superintendent.....	Robert E. Tweedy .....	.....
Division Superintendent.....	Sumner J. Collins .....	.....
Superintendent of Telegraph.....	F. H. Marsh .....	Waukesha, Wis.....
General Freight Agent .....	A. R. Horn.....	Stevens Point, Wis.....
Ass't General Freight Agent.....	P. W. Drew.....	Milwaukee, Wis.....
.....	Burton Johnson.....	.....
.....	C. E. Wilson.....	.....
.....	J. S. Talbot.....	.....
General Passenger Agent .....	J. C. Pond .....	.....
Cashier.....	W. R. Hancock.....	.....
Car Service Agent.....	H. G. Earl.....	.....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Howard Morris.....	Milwaukee, Wis.....	October, 1899.....
Henry F. Whitcomb.....	.....	.....
R. G. Hazard.....	Peacedale, R. I.....	.....
Henry Sawyer.....	Boston, Mass.....	.....
Alphens H. Hardy .....	.....	October, 1900.....
Charles R. Batt .....	.....	.....
Joseph H. Wellman.....	.....	.....
George R. Brackett.....	.....	.....
Frederick Abbott .....	Milwaukee, Wis.....	October, 1901.....
George W. Johnson .....	Greenfield, Mass.....	.....
E. B. Greenleaf.....	Milwaukee, Wis.....	.....
Henry Mitchell .....	Boston, Mass.....	.....

## CHICAGO &amp; WISCONSIN RAILROAD COMPANY.

(Operated by receivers of the Wisconsin Central Company.)

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Edwin H. Abbott .....	Boston, Mass.....
Secretary .....	Howard Morris .....	Milwaukee, Wis.....
Treasurer .....	Edwin H. Abbott .....	Boston, Mass.....
General Solicitor .....	Howard Morris .....	Milwaukee, Wis.....
Auditor.....	Robert Toombs .....	" .....

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Edwin H. Abbott.....	Cambridge, Mass .....	April, 1900 .....
Howard Morris.....	Milwaukee, Wis.....	" .....
Henry S. Hawley .....	Chicago, Ill.....	" .....
K. K. Knapp.....	" .....	" .....
Edward Shearson.....	" .....	" .....



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# GRAIN INSPECTION DEPARTMENT

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## REPORT OF CHIEF INSPECTOR OF GRAIN.

STATE OF ILLINOIS,  
OFFICE OF THE CHIEF INSPECTOR OF GRAIN  
FOR THE CITY OF CHICAGO.

CHICAGO, November 10, 1899.

*Hon. Cicero J. Lindly, Chairman Railroad and Warehouse Commission, Springfield, Ill.*

MY DEAR SIR:—I have the honor to submit herewith the twenty-ninth annual report of the business of this department for the period beginning November 1, 1898, and ending October 31, 1899.

The year just closed has been one of the largest in volume of business in this department, being exceeded only by the preceding year.

The total number of cars received was 314,186, being 12,691 cars less than last year. The receipts by lake and canal amounted to 5,127,203 bushels, which is 1,568,929 bushels less than the preceding year, making a grand total of "in" inspection of 301,271,723 bushels, an excess over last year of 2,519,006, accounted for by the increase in the number of bushels contained in cars this year over last.

Our "out" inspection from regular elevators by cars and vessels was 60,820,806 bushels; from unlicensed elevators, 51,402,129, and from unlicensed elevators by cars, estimated in bushels, 40,981,700, making a total "out" inspection of 153,204,635 bushels, which is 13,660,200 less than the previous year's shipments. The grand total of receipts and shipments was 454,476,358, which falls short of last year 12,141,194 bushels.

There have been no changes made during the past year in our rules for the grading of grain, which leaves the rules as published under date of September 19, 1898, in full force and effect.

Much of the grain produced in territory which formerly shipped to this market is now going south on direct lines to gulf ports at a much lower rate of freight than can be obtained by way of Chicago, and the through rate from the Missouri river and other western and north-western points to eastern markets enables shippers to reach eastern ports by lake and rail at a lower rate of freight than via Chicago, as in former years. This trade is increasing yearly and is certain to continue to decrease the grain trade of Chicago. The only hope for holding our present trade and regaining a portion of that which we have lost is in securing lower rates of freight to and from Chicago.

The inspection of grain still remains under the personal supervision of Mr. William Smillie and his assistant, Mr. S. H. Smith, while Mr. C. B. Loop has direct charge of the office force. To these and all of the employés of the department, I desire to express my appreciation for the satisfactory services rendered during the past year.

Below is given a table of "Exhibits" as published on the following pages:

- Exhibit A 1, inspection on arrival, by months, of winter wheat.
- Exhibit A 2, inspection on arrival, by months, of spring wheat.
- Exhibit A 3, inspection on arrival, by months, of corn.
- Exhibit A 4, inspection on arrival, by months, of oats.
- Exhibit A 5, inspection on arrival, by months, of rye.
- Exhibit A 6, inspection on arrival, by months, of barley.
- Exhibit B 1, inspection on arrival, by canal and lake, of winter wheat—bushels.
- Exhibit B 2, inspection on arrival, by canal and lake, of spring wheat—bushels.
- Exhibit B 3, inspection on arrival, by canal and lake, of corn—bushels.
- Exhibit B 4, inspection on arrival, by canal and lake, of oats—bushels.
- Exhibit B 5, inspection on arrival, by canal and lake, of rye—bushels.
- Exhibit B 6, inspection on arrival, by canal and lake, of barley—bushels.
- Exhibit B 7, grand total of inspection by canal and lake—bushels.
- Exhibit B 8, grand total of inspection on arrival, by railroad, canal and lake.
- Exhibit C 1, inspection on arrival, by railroads, of winter wheat.
- Exhibit C 2, inspection on arrival, by railroads, of spring wheat.
- Exhibit C 3, inspection on arrival, by railroads, of corn.
- Exhibit C 4, inspection on arrival, by railroads, of oats.
- Exhibit C 5, inspection on arrival, by railroads, of rye.
- Exhibit C 6, inspection on arrival, by railroads, of barley.
- Exhibit C 7, grand total of inspection on arrival, by railroads.
- Exhibit D 1, inspection from store to cars and lake vessels, regular elevators—bushels.
- Exhibit D 2, inspection into lake vessels and cars from unlicensed elevators—bushels.
- Exhibit D 3, inspection into cars from store, by months, from unlicensed elevators.
- Exhibit D 4, grand total of inspection from store into cars and vessels for the year.
- Exhibit E, inspection on arrival—comparative statement of inspection from 1880 to 1889, inclusive.
- Exhibit F, inspection from store—comparative statement of out inspection from 1883 to 1899, inclusive.
- Exhibit G, average contents of carload of grain on all roads—bushels.
- Exhibit H, financial statement.

Thanking your Board for the loyal support of this department, I am

Very respectfully,

E. J. NOBLE,  
Chief Inspector.

EXHIBIT A.—I.  
*Inspection on Arrival—By Months.*

WINTER WHEAT.

Months.	White.				Long Red.		Hard.				Red.				Colorado.				Total.
	2	3	4	N. G.	3	1	2	3	4	N. G.	2	3	4	N. G.	1	2	3		
November, 1898.	3	8		1			101	719	50			75	43	104	8	3	10	5	1,130
December, 1898.	4	28					24	322	25			36	61	69	3			3	585
January, 1899.	8	8	1				93	348	19			80	56	27	1		1	7	669
February	4	17					44	116	8			92	45	28			2	3	359
March,	8	25	1				14	60	6			31	48	21			3	1	218
April,	4	19				1	12	47	9			81	56	19			2	1	252
May,	19	31	2				2	76	5			87	58	10					291
June,	9	13					26	231	18			93	72	21	1				511
July,	2	6	5	1			43	631	21			83	197	35	18		20	7	1,075
August,	9	2	1				28	422	77			137	452	97	24		12	11	1,263
September,	1	8			1		6	731	323	21		95	265	69	25		1	3	1,545
October,	2	9	1				3	679	567	4		65	179	42	16	1	4	1	1,573
Total.....	73	194	11	2	1	1	396	4,382	1,128	45		955	1,535	512	98	4	58	46	9,471

## EXHIBIT A.—2.

*Inspection on Arrival—By Months.*

## SPRING WHEAT.

Months.	Northern.		Spring.				White.				Mixed.		Total.
	1	2	2	3	4	N. G.	2	3	4	NG	1	2	
November, 1898.....	508	1,190	30	3,080	495	8	2	35	2	.....	1	15	5,366
December, .....	199	962	114	2,364	381	9	.....	17	3	.....	.....	15	4,064
January, 1899.....	255	745	42	1,782	261	11	.....	32	1	.....	1	8	3,138
February, .....	162	460	15	1,026	145	9	.....	33	.....	.....	.....	8	1,858
March, .....	106	417	14	779	156	10	.....	5	4	.....	.....	15	1,506
April, .....	95	378	16	764	81	.....	.....	8	2	.....	1	3	1,348
May, .....	26	121	30	806	85	2	.....	6	2	.....	4	6	1,082
June, .....	190	562	76	1,895	169	9	.....	26	1	.....	7	38	2,973
July, .....	84	508	30	989	136	28	.....	34	5	.....	3	39	1,856
August, .....	192	195	11	747	324	34	.....	8	2	.....	2	17	1,532
September, .....	215	290	15	1,533	913	37	.....	9	1	1	1	6	3,021
October, .....	89	268	11	1,942	960	32	.....	18	4	.....	2	7	3,323
Total .....	2,121	6,066	404	17,701	4,106	179	2	231	27	1	22	177	31,067

## EXHIBIT A.—3.

*Inspection on Arrival—By Months.*

## CORN.

Months.	Yellow.		White.		2	3	4	N. G.	Total.
	2	3	2	3					
November, 1898.....	2,042	975	365	276	2,656	1,796	1,230	85	9,434
December, .....	729	1,442	137	543	1,753	3,231	4,306	468	12,768
January, 1899.....	729	2,497	98	656	2,013	4,730	5,831	374	16,928
February, .....	600	3,097	36	675	1,611	5,358	3,190	132	14,768
March, .....	282	1,249	27	171	881	3,800	1,674	85	7,229
April, .....	280	880	61	256	608	1,800	825	75	4,875
May, .....	539	1,288	215	641	545	1,390	1,151	253	6,022
June, .....	1,949	5,326	880	2,361	1,850	3,612	4,393	611	20,982
July, .....	1,220	3,103	319	1,141	1,701	5,854	3,762	457	17,557
August, .....	667	1,546	220	712	1,188	4,221	2,468	227	11,249
September, .....	2,264	5,171	369	1,333	2,909	7,946	4,167	95	24,254
October, .....	1,538	3,282	229	793	1,878	5,198	2,785	31	15,734
Total .....	12,908	29,856	3,016	9,558	19,593	48,086	35,890	2,893	161,800

## EXHIBIT A.—4.

*Inspection on Arrival—By Months.*

## OATS.

Months.	White.			Oats.				White Clipped.			Total.
	2	3	4	2	3	4	N. G.	1	2	3	Total.
November, 1898.....	224	3,754	964	422	386	99	25	.....	1	12	5,887
December, ".....	396	6,119	1,110	612	460	95	15	.....	4	23	8,834
January, 1899.....	180	3,755	619	454	214	66	29	.....	2	23	5,342
February, ".....	228	4,488	642	690	331	80	30	.....	.....	22	6,511
March, ".....	166	3,350	763	349	329	89	17	.....	.....	42	5,105
April, ".....	136	2,568	549	402	263	72	8	.....	.....	26	4,024
May, ".....	192	6,529	1,297	868	684	121	42	1	.....	72	9,806
June, ".....	133	4,232	1,370	470	416	167	30	.....	.....	8	6,826
July, ".....	316	4,924	1,237	1,031	591	173	117	.....	.....	10	8,399
August, ".....	529	8,655	1,155	1,901	618	116	198	.....	1	4	13,177
September, ".....	320	5,894	1,181	1,403	402	96	68	.....	2	70	9,436
October, ".....	253	5,122	1,279	798	260	71	19	.....	.....	23	7,825
Total cars.....	3,073	59,390	12,166	9,400	4,954	1,245	598	1	10	335	91,172

## EXHIBIT A.—5.

*Inspection on Arrival—By Months.*

## RYE.

Months.	2	3	4	N. G.	Total.
November, 1898.....	795	116	41	5	957
December, ".....	896	146	46	2	1,090
January, 1899.....	441	76	41	.....	558
February, ".....	213	38	20	.....	271
March, ".....	105	40	18	.....	163
April, ".....	64	30	8	.....	102
May, ".....	211	47	23	.....	281
June, ".....	48	34	13	4	99
July, ".....	80	62	22	12	176
August, ".....	149	119	32	9	309
September, ".....	217	132	37	19	405
October, ".....	223	123	30	13	389
Total cars.....	3,442	963	331	64	4,800

## EXHIBIT A.—6.

*Inspection on Arrival—By Months.*

## BARLEY.

Months.	Bay Brewing.		2	3	4	5	N. G.	Total.
	2	3						
November, 1898.			45	1,237	934	281	23	2,520
December, ..	1	1	21	1,210	1,051	244	18	2,546
January, 1899.		1	7	633	597	131	23	1,392
February, ..			7	337	382	66	14	806
March, ..			5	327	291	64	6	693
April, ..				238	146	16	3	403
May, ..				119	152	20	7	288
June, ..			1	113	123	26	3	266
July, ..				129	112	25	10	276
August, ..			1	101	637	47	63	849
September, ..	3		12	405	1,775	217	76	2,488
October, ..	1		4	936	2,005	375	18	3,339
Total cars.....	5	2	103	5,785	8,205	1,512	264	15,876

## EXHIBIT B.—1.

*Inspection on Arrival—By Lake and Canal—Bushels.*

## WINTER WHEAT.

Months.	Hard.	Red.		Total.
	3	2	3	
November.....			500	500
January.....	10,100	1,200		11,300
February.....	7,800			7,800
June.....		3,741		3,741
September.....		14,714		14,714
	17,900	19,655	500	38,055

## EXHIBIT B.—2.

*Inspection on Arrival—By Canal and Lake—Bushels.*

## SPRING WHEAT.

Months.	Northern.		Spring.		Total.
	1	2	3	4	
December.....	13,700	16,000	35,600	1,500	66,800
January.....	5,000	10,200	14,800		30,000
March.....		24,000	3,300		27,300
April.....		6,700			6,700
May.....		4,800	3,100		7,900
July.....	24,000				24,000
August.....	48,000				48,000
September.....	324,500				324,500
October.....	431,216				431,216
Total bushels.....	846,416	61,700	56,800	1,500	966,416

## EXHIBIT B.—3

*Inspection on Arrival—By Canal and Lake—Bushels.*

## CORN.

Months.	Yellow.		White.		2	3	4	N. G.	Total.
	2	3	2	3					
November.....	40,200		9,500		229,700				279,400
December.....	70,100	3,400	10,500		138,700				222,700
January.....		3,600			279,500	25,500			308,300
February.....		24,800		12,000	65,200	11,000			113,000
March.....		4,600			47,317	5,000	1,200		58,117
April.....			21,300		67,300	92,900	3,900	950	186,350
May.....	22,646	5,000	6,300	3,100	38,157				75,203
June.....	106,006	38,500		11,203	167,163	86,646	24,300		433,812
July.....	4,200	23,500		14,500	26,300	62,400	96,600	1,000	228,500
August.....				8,000	22,600	72,700	90,300		202,000
September.....	32,200	10,300	6,000		103,900	116,000	40,300		628,700
October.....	5,500	6,000	6,000	6,000	22,200	386,189	21,900		453,789
Total bushels..	280,852	119,700	59,600	54,803	1,207,437	1,188,029	287,500	1,950	3,199,871

## EXHIBIT B.—4.

*Inspection on Arrival—By Canal and Lake, Bushels.*

## OATS.

Months.	White.			2	3	Total.
	2	3	4			
November.....		41,800		4,500	5,500	51,800
December.....		41,500		10,500		52,000
January.....				20,200		20,200
February.....		8,000		6,000		14,000
March.....		53,000		4,567		57,567
April.....		31,600	7,000	6,100		44,700
May.....		170,500		38,330		208,830
June.....		89,500		8,628	9,000	107,128
July.....		13,400			5,500	18,900
August.....		76,700				76,700
September.....		49,500				49,500
October.....		49,500		4,000		53,500
Total bushels.....		624,400	7,000	162,825	20,000	754,225

## EXHIBIT B.—5.

*Inspection on Arrival—By Canal and Lake, Bushels.*

## RYE.

Months.	2
December.....	17,500
January.....	19,000
February.....	13,200
March.....	5,200
May.....	61,533
June.....	2,740
July.....	8,485
September.....	16,258
Total bushels.....	143,836

## EXHIBIT B.—6.

*Inspection on Arrival—By Canal and Lake, Bushels.*

## BARLEY.

Months.	3	4	Total.
August.....	16,500	8,300	24,800
Total bushels.....	16,500	8,300	24,800

## EXHIBIT B.—7.

*Grand Total of Inspection—By Canal and Lake.*

## BUSHELS.

Months.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1898.....	500		279,400	51,800			331,700
December, 1898.....		66,800	222,700	52,000	17,500		359,000
January, 1899.....	11,300	30,000	308,300	20,200	19,000		388,800
February, ".....	7,800		113,000	14,000	13,200		148,000
March, ".....		27,300	58,117	57,567	5,200		148,184
April, ".....		6,700	186,359	44,100			237,150
May, ".....		7,900	75,203	208,830	61,533		353,466
June, ".....	3,741		433,812	107,128	2,740		547,421
July, ".....		24,000	228,500	18,900	8,405		279,805
August, ".....		48,000	202,000	76,700		24,800	351,500
September, ".....	14,714	321,500	638,700	49,500	16,258		1,043,672
October, ".....		431,216	453,789	53,500			938,505
Totals .....	38,055	966,416	3,199,871	754,225	143,836	24,800	5,127,203

## EXHIBIT B.—8.

*Grand Total of Inspection on Arrival—By Railroad, Canal and Lake.*

Months.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1898.....	1,130	5,366	9,434	5,887	957	2,520	25,294
December, 1898.....	585	4,064	12,768	8,834	1,090	2,546	29,887
January, 1899.....	669	3,138	16,928	5,342	558	1,392	28,027
February, ".....	359	1,858	14,768	6,511	271	806	24,573
March, ".....	218	1,506	7,229	5,105	163	693	14,914
April, ".....	252	1,348	4,875	4,024	102	403	11,004
May, ".....	291	1,082	6,022	9,806	281	298	17,780
June, ".....	511	2,973	20,982	6,826	99	266	31,657
July, ".....	1,075	1,856	17,557	8,399	176	276	29,339
August, ".....	1,263	1,532	11,249	13,177	309	849	28,379
September, ".....	1,545	3,021	24,254	9,436	405	2,488	41,149
October, ".....	1,873	3,323	15,734	7,825	399	3,339	32,183
Total cars.....	9,471	31,067	161,800	91,172	4,800	15,876	314,186
Total est'mat'd bus	8,675,436	26,841,888	130,280,600	116,426,644	393,600	13,526,352	296,144,520
Received by lake and canal, bus., as shown by Exhibit B.—7.	38,055	966,416	3,199,871	754,225	143,836	24,800	5,127,203
Grand total bus....	8,713,491	27,808,304	133,480,471	117,180,869	537,436	13,551,152	301,271,723

# EXHIBIT C.—1.

## *Inspection on Arrival—By Railroads.*

### WINTER WHEAT.

Railroads.	White.				Hard.				Long Red.	Red.				Colorado.			Total.
	2	3	4	N.G.	1	2	3	4	N.G.	3	2	3	4	N.G.	1	2	3
C., B. & Q.	12	5	3	1	1	152	1,119	131	15	167	95	84	5	17	18	1,824	
C., R. I. & P.	1	1	1	1	1	5	141	346	2	5	28	14	1	6	6	552	
C. & A.	16	16	16	16	16	5	470	185	2	2	35	96	7	7	7	818	
I. C.	1	1	1	1	1	30	82	25	4	1	87	70	27	27	27	539	
I. C. Fr. Div.	1	1	1	1	1	1	1	1	1	4	15	7	1	1	1	31	
C. & N. W. Gen. Div.	1	1	1	1	1	89	179	16	1	1	1	4	1	5	1	298	
C. & N. W. Wis. Div.	31	22	1	1	1	1	1	1	1	89	56	3	10	4	4	206	
Wabash	1	1	1	1	1	1	13	9	1	26	53	66	10	10	10	178	
C. & E. I.	1	1	1	1	1	1	1	2	1	10	141	70	16	16	16	240	
C., M. & St. P.	15	140	4	4	4	34	22	2	2	68	267	8	2	2	2	560	
Wisconsin Central	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3	8	
C. G. W.	2	2	2	2	2	1	24	28	1	2	2	2	1	3	6	71	
A., T. & S. F.	1	1	1	1	1	5	56	17	1	9	21	28	4	4	4	145	
E., J. & E.	1	1	1	1	1	71	862	24	2	1	10	2	2	2	2	1,019	
Special	4	15	1	1	1	3	1,409	343	19	484	592	88	24	24	24	2,982	
Totals	64	201	12	3	1	396	4,382	1,128	45	1	955	1,535	542	98	4	58	9,471

## EXHIBIT C.—2.

*Inspection on Arrival—By Railroads.*

## SPRING WHEAT.

Railroads.	Northern.		Spring.				White Spring.				Mixed.		Total.
	1	2	2	3	4	N. G.	2	3	4	N. G.	2	5	
C., B. & Q.....	6	71	157	6,532	1,158	42	1	133	23	.....	33	.....	8,216
C., R. I. & P.....	12	240	22	2,654	881	26	1	11	1	.....	21	.....	3,969
C. & A.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
I. C.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
I. C., Fp. Div.....	178	49	.....	367	97	18	.....	5	1	1	.....	1	717
C. & N. W., Gal. Div.....	231	994	24	2,479	832	20	.....	2	.....	.....	3	33	4,618
C. & N. W., Wis. Div.....	25	35	6	77	37	14	.....	2	.....	.....	8	17	221
Wabash.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
C. M. & St. P.....	43	274	100	2,522	442	20	.....	6	.....	.....	11	62	3,480
Wis. Central.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
C. G. W.....	40	26	.....	87	85	12	.....	.....	.....	.....	.....	2	252
A., T. & S. F.....	.....	.....	4	48	23	.....	.....	.....	.....	.....	.....	.....	75
E. J. & E.....	674	4,157	68	2,802	533	25	.....	12	2	.....	8	.....	8,281
Special.....	912	2,20	23	131	16	1	.....	.....	.....	.....	.....	.....	1,333
Total cars.....	2,121	6,096	404	17,701	4,106	179	2	231	27	1	22	177	31,067

## EXHIBIT C.—3.

*Inspection on Arrival—By Railroads.*

## CORN.

Railroads.	Yellow.		White.					N. G.	Total.
	2	3	2	3	2	3	4		
C., B. & Q.....	2,288	7,450	255	2,180	2,668	11,046	9,395	588	35,870
C., R. I. & P.....	1,766	2,728	789	863	4,337	10,214	4,444	315	25,456
C. & A.....	1,188	2,370	537	1,056	770	1,960	2,395	92	10,368
I. C.....	1,618	5,830	559	2,957	403	2,182	3,845	185	17,579
I. C., Fp. Div.....	583	1,478	22	71	795	2,742	1,090	225	7,006
C. & N. W., Gal. Div.....	1,766	1,872	134	165	2,850	2,608	2,910	436	12,741
C. & N. W., Wis. Div.....	16	37	3	4	15	43	34	4	156
Wabash.....	531	737	165	726	241	498	863	72	3,833
C. & E. I.....	344	2,379	81	777	74	1,035	1,727	22	6,439
C. M. & St. P.....	320	1,322	22	58	1,176	6,825	3,754	361	13,838
Wis. Central.....	.....	.....	.....	.....	.....	1	1	.....	2
C. G. W.....	302	521	11	22	526	1,271	1,010	218	3,881
A., T. & S. F.....	641	1,229	215	439	672	1,808	2,161	54	7,219
E. J. & E.....	1,311	1,733	103	201	3,723	5,075	2,058	309	14,513
Special.....	234	170	120	39	1,343	778	203	12	2,899
Total cars.....	12,908	29,856	3,016	9,558	19,593	48,086	35,890	2,893	161,801

## EXHIBIT C.—4.

*Inspection on Arrival—By Railroads.*

## OATS.

Railroads.	White.							Clipped.			Total.
	2	3	4	2	3	4	N. G.	1	2	3	
C., B. & Q.....	138	9,814	2,508	1,530	1,029	194	82	....	....	1	15,296
C., R. I. & P.....	124	9,602	1,514	230	257	87	145	....	....	34	11,993
C. & A.....	16	3,216	378	1,230	178	89	34	....	....	....	5,241
I. C.....	1,146	5,349	758	1,874	1,145	158	52	1	1	3	10,487
I. C., Fp. Div.....	61	3,819	532	105	87	33	40	....	4	222	4,903
C. & N. W., Gal. Div.....	524	5,658	1,676	622	204	174	25	....	3	27	8,913
C. & N. W., Wis. Div.....	48	899	68	12	13	2	4	....	....	....	1,046
Wabash.....	111	1,902	367	787	334	98	9	....	....	....	3,608
C. & E. I.....	23	1,901	532	1,040	790	209	77	....	....	....	4,662
C., M. & St. P.....	126	9,948	1,889	602	306	80	65	....	2	44	13,062
Wis. Cent.....	10	222	25	2	2	....	....	....	....	....	261
C. G. W.....	25	2,638	795	170	188	38	22	....	....	1	3,877
A., T. & S. F.....	41	2,139	391	885	241	60	20	....	....	....	3,770
E., J. & E.....	634	1,593	576	17	17	5	17	....	....	3	2,862
Special.....	43	600	157	294	63	28	6	....	....	....	1,191
Total cars.....	3,073	59,390	12,166	9,490	4,954	1,245	598	1	10	335	91,172

## EXHIBIT C.—5.

*Inspection on Arrival—By Railroads.*

## RYE.

Railroads.	2	3	4	N. G.	Total.
C., B. & Q.....	1,066	292	83	21	1,465
C., R. I. & P.....	321	147	33	17	518
C. & A.....	14	6	8	1	29
I. C.....	14	2	2	3	21
I. C., Fp. Div.....	115	65	33	5	218
C. & N. W., Gal. Div.....	385	142	42	....	569
C. & N. W., Wis. Div.....	117	8	....	....	125
Wabash.....	2	11	2	1	16
C. & E. I.....	13	14	7	....	34
C., M. & St. P.....	738	143	87	9	977
Wis. Cent.....	38	2	....	....	40
C. G. W.....	80	42	14	1	137
A., T. & S. F.....	12	11	5	....	28
E., J. & E.....	302	59	11	2	374
Special.....	225	19	4	1	249
	3,442	963	331	64	4,800

## EXHIBIT C.—6.

*Inspection on Arrival—By Railroads.*

## BARLEY.

Railroads.	Bar Brewing.		2	3	4	5	N. G.	Total.
	2	3						
C. B. & Q.....				187	600	114	22	923
C. R. I. & P.....				154	2,097	337	51	2,639
C. & A.....					1			1
I. C.....				2	1	1		4
I. C., Fp. Div.....				112	1,055	111	21	1,299
C. & N. W., Gal. Div.....	5	2	10	884	953	81	26	1,961
C. & N. W. Wis. Div.....			9	1,578	435	95	30	2,147
Wabash.....					1			1
C. & E. I.....						1		1
C. M. & St. P.....			82	2,432	1,908	497	81	5,090
Wis. Central.....				13	8			21
C. & G. W.....			1	304	741	168	12	1,223
A. T. & St. F.....				16	88	14		118
E. J. & E.....			1	29	187	45	18	280
Special.....				77	40	48	3	168
Total cars.....	5	2	103	5,785	8,205	1,512	264	15,876

## EXHIBIT C.—7.

*Grand Total of Inspection on Arrival—By Railroads.*

Railroads.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
C. B. & Q.....	1,824	8,216	35,870	15,296	1,465	923	63,594
C. R. I. & P.....	552	3,869	25,456	11,993	518	2,639	45,027
C. & A.....	818		10,368	5,241	29	1	16,457
I. C.....	539	1	17,579	10,487	21	4	28,631
I. C., Fp. Div.....	31	717	7,006	4,903	218	1,299	14,174
C. & N. W., Gal. Div.....	298	4,618	12,711	8,913	569	1,961	29,160
C. & N. W., Wis. Div.....	206	221	156	1,016	125	2,147	3,901
Wabash.....	178	2	3,833	3,608	16	1	7,638
C. & E. I.....	240		6,439	4,662	34	1	11,376
C. M. & St. P.....	560	3,450	13,838	13,062	977	5,090	37,007
Wis. Central.....	8	2	2	261	40	21	334
C. & G. W.....	71	252	3,881	3,877	137	1,223	9,441
A. T. & St. F.....	145	75	7,219	3,770	28	118	11,365
E. J. & E.....	1,019	8,281	14,513	2,862	374	280	27,329
Special.....	2,982	1,333	2,899	1,191	249	168	8,822
Total cars.....	9,471	31,067	161,800	91,172	4,800	15,876	314,186

## EXHIBIT D.—1.

*Inspection from Store to Cars and Lake Vessels.*

## REGULAR ELEVATORS—BUSHELS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
November 1898.....	417,180	962,579	6,912,290	428,800	357,400	40,355	9,118,604
December, .....	155,000	1,115,700	2,229,900	55,600	138,400	113,550	3,808,150
January, 1899.....	10,400	873,900	906,300	152,200	211,700	56,400	2,210,900
February, .....	21,100	317,285	1,094,960	285,090	12,500	5,200	1,736,135
March, .....	2,940	508,530	1,325,187	91,800	104,023	43,400	2,075,880
April, .....	15,000	422,650	2,085,830	500,300	98,600	70,500	3,192,880
May, .....	21,342	1,167,651	6,391,632	698,304	228,366	189,460	8,696,695
June, .....	5,609	961,744	6,096,682	519,670	4,026	139,413	7,787,144
July, .....	189,858	504,596	5,352,645	409,593	139,121	440,231	7,036,044
August, .....		487,429	2,615,923	1,992,971	155,246	46,669	5,298,238
September, 1899.....		1,357,244	2,119,297	252,819	16,950	41,218	3,787,528
October, .....		1,824,240	3,953,446	263,437	31,483		6,072,608
Total, bushels.....	898,429	10,503,548	41,084,092	5,650,584	1,497,817	1,186,336	60,820,806

## EXHIBIT D.—2.

*Inspection into Lake Vessels and Cars.*

## FROM UNLICENSED ELEVATORS—BUSHELS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Totals.
November, 1898.....	486,900	2,312,400	5,382,400	5,000	373,200		8,559,900
December, .....		1,355,200	1,388,700		72,800		2,816,700
January, 1899.....		82,600	2,012,000		103,100		2,197,700
February, .....		175,200	1,392,950		60,000		1,628,150
March, .....		16,000	659,192	82,050	16,450		773,692
April, .....		79,200	564,130	159,800			803,130
May, .....	160,500	323,000	2,996,001	303,275	18,500		3,801,276
June, .....		483,981	5,751,367	140,000			6,375,348
July, .....		207,382	6,839,895	66,190			7,113,467
August, .....		164,999	4,688,629	408,000	50,000		5,384,404
September, 1899.....		425,616	5,073,237	283,000		75,094	5,856,947
October, .....		514,441	5,425,994	66,000	33,880	51,100	6,091,415
Total, bushels.....	720,176	6,140,019	42,174,495	1,513,315	727,930	126,194	51,402,129

## EXHIBIT D.—3.

*Inspection into Cars from Store—By Months.*

## FROM UNLICENSED ELEVATORS.

Months.	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
November, 1898.....	83	747	874	158	165	16	2,043
December, ".....	131	1,439	1,014	393	151	4	3,132
January, 1899.....	59	1,149	1,425	73	81	99	2,866
February, ".....	144	645	2,115	201	64	5	3,174
March, ".....	45	913	3,339	165	36	50	4,548
April, ".....	41	1,387	1,905	251	92	1	3,677
May, ".....	101	994	1,105	341	91	.....	2,632
June, ".....	6	2,035	824	207	2	.....	3,074
July, ".....	143	1,060	2,774	336	38	.....	4,351
August, ".....	128	736	2,312	117	46	.....	3,339
September, ".....	129	1,881	3,209	147	102	1	5,469
October, ".....	43	1,190	1,656	125	129	4	3,147
Total cars.....	1,053	14,176	22,552	2,514	997	180	41,472
Estimated bushels.....	947,700	12,758,400	22,552,000	3,519,600	997,000	207,000	40,981,700

## EXHIBIT D.—4

*Grand Total of Inspection from Store into Cars and Vessels for the Year.*

	Winter wheat.	Spring wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Cars and vessels— Regular elevators— bushels.....	898,429	10,503,549	41,084,092	5,650,584	1,497,817	1,186,336	60,820,806
Cars and vessels—Un- licensed elevators— bushels.....	720,176	6,140,019	42,174,495	1,513,315	727,930	126,194	51,402,129
Estimated bushels by cars—Unlicensed ele- vators.....	947,700	12,758,400	22,552,000	3,519,600	997,000	207,000	40,981,700
Total bushels.....	2,566,305	29,401,967	105,810,587	10,683,499	3,222,747	1,519,530	153,204,635

EXHIBIT E.  
*Inspection on Arrival—Comparative Statement of Inspection from 1880 to 1899, inclusive.*

Years.	Cars.		Boats.	Winter Wheat		Spring Wheat		Corn.		Oats.		Rye.		Barley.		Total.	
	Number.		Number.	Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1880.....	270,523		1,022	5,887,500		17,312,968		91,185,379		18,873,400		1,645,545		3,991,576		138,806,368	
1881.....	227,119		956	1,682,311		18,398,187		76,017,132		22,612,368		1,224,813		4,177,762		124,109,603	
1882.....	171,218		607	11,157,238		9,508,301		45,775,863		25,069,350		1,688,397		5,893,804		99,083,953	
1883.....	235,213		477	6,955,091		13,010,665		72,258,580		33,352,184		4,980,600		6,824,316		137,418,846	
1884.....	210,822		351	7,163,624		16,782,273		54,600,598		39,603,860		3,752,180		6,755,827		128,678,362	
1885.....	212,270		469	2,354,848		24,024,672		66,709,685		38,859,940		1,798,951		8,032,764		131,779,960	
1886.....	201,103		450	5,506,084		10,614,844		68,477,686		42,534,082		1,104,396		10,262,900		131,529,452	
1887.....	180,130		503	5,639,573		17,667,974		50,700,475		45,974,724		2,357,792		9,452,000		130,207,069	
1888.....	210,188		341	7,265,135		10,191,031		66,391,548		52,617,987		2,521,344		2,521,344		147,344,840	
1889.....	210,188		362	13,695,186		4,634,530		84,775,540		58,708,512		2,570,410		3,296,163		173,670,447	
1890.....	272,956		610	3,350,484		9,350,484		94,991,620		74,605,343		3,085,120		13,378,680		204,596,701	
1891.....	277,216		422	27,733,776		15,127,138		86,283,523		75,404,372		8,185,375		11,042,163		265,896,317	
1892.....	320,572		389	34,223,568		22,639,996		98,159,535		85,779,164		3,972,900		13,951,029		246,736,243	
1893.....	271,041		381	17,914,303		23,372,464		85,135,925		75,294,700		1,508,853		12,692,400		215,888,245	
1894.....	217,207		353	27,200,900		4,055,300		71,560,220		65,952,650		1,939,550		11,369,775		181,003,455	
1895.....	204,616		557	9,751,617		9,751,617		71,782,273		76,393,690		1,166,398		9,578,184		179,695,165	
1896.....	306,445		772	13,642,409		22,480,117		109,901,650		106,055,400		2,231,067		10,845,807		284,215,826	
1897.....	310,959		900	11,085,769		11,531,703		122,758,455		113,741,310		3,790,526		14,577,602		277,395,365	
1898.....	325,877		788	18,554,026		24,418,464		126,196,096		111,459,472		4,595,933		14,463,698		290,752,717	
1899.....	314,186		826	8,713,491		27,808,394		133,480,471		117,180,860		537,436		13,551,152		301,271,723	

## EXHIBIT F.

*Inspection from Store—Comparative Statement of Out-Inspection from 1883 to 1899 inclusive.*

Years.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.	Combined Totals of In and Out-Inspection.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1883.....	5,201,208	5,854,521	52,391,148	6,415,597	3,190,923	774,086	78,797,578	211,216,444
1884.....	4,441,460	12,946,124	30,667,298	9,021,298	2,037,022	1,296,691	58,880,778	187,479,140
1885.....	1,501,655	7,715,030	31,661,637	3,065,657	738,269	296,790	45,578,922	177,358,882
1886.....	2,648,956	10,360,315	41,645,724	4,765,724	635,174	1,052,913	61,249,305	192,778,757
1887.....	6,019,271	17,042,628	37,832,370	10,153,370	894,948	1,044,871	75,088,411	205,805,180
1888.....	3,060,541	6,365,790	46,754,254	14,818,254	516,942	1,157,523	72,673,351	217,890,263
1889.....	9,156,010	3,637,232	66,517,531	20,668,511	1,778,321	1,399,573	103,156,949	276,827,396
1890.....	4,108,468	4,090,471	57,285,843	16,839,843	1,696,253	1,753,839	85,744,408	290,251,109
1891.....	23,127,995	8,048,566	41,218,975	14,161,975	5,373,607	2,079,177	94,209,853	300,046,230
1892.....	21,979,222	16,768,772	46,149,459	18,844,459	2,325,719	1,849,612	107,917,619	354,643,862
1893.....	17,183,320	10,911,263	62,014,748	16,064,748	276,180	1,320,529	108,170,502	324,058,747
1894.....	7,246,455	12,075,388	40,284,142	10,143,142	229,856	933,568	71,012,542	252,091,997
1895.....	15,889,909	3,969,417	49,640,871	16,123,085	949,288	604,421	86,042,450	365,737,585
1896.....	17,623,079	10,666,573	72,326,549	17,990,581	3,110,677	831,556	120,585,626	384,401,452
1897.....	11,233,913	24,882,404	87,744,100	20,767,610	3,110,677	1,174,346	118,913,050	426,308,415
1898.....	15,861,587	28,626,793	102,292,781	12,953,810	5,108,160	936,624	166,864,835	466,617,552
1899.....	2,566,366	29,401,967	105,810,587	10,083,499	3,222,747	1,519,530	153,204,635	454,476,358



## EXHIBIT H.

*Financial Statement.*

Months.	Inspection fees earned.	Commissions paid to railroads and elevators.	Total cash received.	Disbursed for expenses.	Balances.
November, 1898 .....	\$15,853 40	8646 18	816,618 43	\$11,125 21	\$79,261 67
December, 1898 .....	11,787 60	505 44	14,771 73	11,256 65	82,776 75
January, 1899 .....	10,264 16	457 16	11,569 00	11,430 09	82,915 66
February, 1899 .....	8,726 91	378 01	9,629 23	11,585 05	80,959 84
March, 1899 .....	6,507 94	347 44	8,853 92	11,193 03	78,620 73
April, 1899 .....	5,596 23	253 63	6,872 95	11,245 25	74,248 43
May, 1899 .....	11,492 68	206 41	5,713 17	11,353 42	68,608 18
June, 1899 .....	16,048 67	412 38	11,002 03	11,990 63	67,619 58
July, 1899 .....	15,494 11	556 28	15,298 76	11,097 45	71,820 89
August, 1899 .....	13,225 59	477 96	14,560 81	11,297 61	75,084 09
September, 1899 .....	17,120 20	454 90	12,836 43	12,231 99	75,688 53
October, 1899 .....	15,367 29	546 29	15,931 73	11,453 56	80,166 70
Total .....	\$147,484 78	\$5,242 08	\$143,658 19	\$137,259 94	.....

E. J. NOBLE, CHIEF INSPECTOR,

IN ACCOUNT WITH ILLINOIS STATE GRAIN INSPECTION DEPARTMENT.

1898.					
November	1	To balance on hand .....	873,768 45		
1899.					
October	31	To cash received during year .....	143,658 19		
				\$217,426 64	
		By expenses, Inspection Department .....	\$117,933 98		
		Registration Department .....	15,253 42		
		Appeals Committee .....	4,072 54		
		By balance on hand .....	80,166 70		
				\$217,426 64	

## REPORT OF THE WAREHOUSE REGISTRAR.

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OFFICE OF THE WAREHOUSE REGISTRAR,  
CHICAGO, ILL., NOV. 1, 1899.

*Hon. Cicero J. Lindly, Chairman Railroad and Warehouse Commission, Springfield, Ill.*

DEAR SIR:—I have the honor of presenting herewith the twenty-ninth annual report of the office for the fiscal year ending October 31, 1899.

While on a leave of absence to Porto Rico, in the service of the United States army during the late Spanish-American war, Hon. H. J. Strawn, of Edwards county, was Registrar in charge of this department for the six months ending June 30, 1899, and I found that his administration of the office was of the very highest order and it was handed over to me on that date in the high and efficient condition in which I left it to enlist in the military service of the United States government.

The total amount of all kinds of grain received into store in warehouses of Class "A" during the year, as shown by Exhibit A 2, were 61,002,966 bushels, of which 54,127,085 bushels were received from 60,343 cars and 9,875,881 bushels were received from 1,295 canal boats and three lake vessels.

The shipments from the same warehouses during the year were 62,033,184 bushels, 18,285,189 bushels of which were by rail, and 43,747,995 bushels by boats, leaving the amount in store 16,589,353 bushels.

The storage capacity of "Class A" houses have decreased during the year from 31,050,000 bushels to 25,400,000 bushels, partly by reduced measurements of capacity by owners of some of the warehouses and the Rock Island B. Peavey B and St. Paul and Fulton Annex becoming private warehouses, making the storage capacity of public warehouses some 7,000,000 bushels less than that of private warehouses in Chicago.

The total number of cars inspected in by the inspection department during the year were 314,186, of which 60,343 cars were received into store; this shows that only 19.2 per cent of the grain coming to Chicago by rail goes into public warehouses.

The following table shows the average number of bushels of each kind of grain received from cars during the year, and by comparing with former years shows that the tonnage per car is increasing each year, this year being the largest:

Winter wheat.....	916 bushels.
Spring wheat.....	864 ..
Corn.....	867 ..
Oats.....	1,277 ..
Rye.....	802 ..
Barley.....	852 ..

The average number of bushels in each car that was shipped out were larger than those received, showing that the tonnage per car on eastern roads are larger than those on western roads entering this city. The statistics in regard to the number of cars shipped out of public warehouses and their average number of bushels have not heretofore been compiled by this department and will be interesting and instructive to those interested in the grain trade.

The average number of bushels in cars shipped out of public warehouses are:

Wheat.....	887 bushels.
Corn.....	1,019 ..
Oats.....	1,348 ..
Rye.....	1,021 ..
Barley... ..	929 ..

The following accumulations of grain were reported, which amounts were correctly treated according to rule XVI:

St. Paul and Fulton Annex.....	458.20 bushels	3 spring wheat.
.. ..	639.46 ..	3 corn.
.. ..	189.16 ..	3 rye.
.. ..	60. ..	3 barley.

Also the following shortages occurred:

National.....	759.12 bushels	2 oats.
National.....	11.20 ..	2 red wheat.
Alton and B.....	179.12 ..	3 white oats
Santa Fe, A.....	258.20 ..	3 h'd wheat.

The work of this department is designed as a protection to all interests concerned in the handling of grain in Chicago, the shipper, receiver, purchaser, banker and warehouseman; its autograph stamp upon a warehouse receipt is a certificate that the amount, grade and kind of grain has actually been received from the cars or boats named therein and stored in the elevator of the company issuing the same. We can with official assurance certify to the receipt of the grain and its kind and grade, it being inspected by our official inspectors and received into the warehouse under their supervision, but it is a travesty on official truthfulness to certify to the amount of grain received, a matter of which we have no official knowledge, the weighing being done by the warehouseman and sometimes supervised and

tallied by a board of trade weighman. This objection could be removed and our stamp upon warehouse receipts made what it purports to be—a certificate to the truth of every thing stated in the receipt—by creating the position of a State weighmaster under the immediate direction of the warehouse registrar and under the control of your honorable board.

The office force, under the direction of Mr. Chas. N. Twadell, chief clerk, has been ably and efficiently managed, and I wish to commend him for his close application to his duties and familiarity with all details. He has inaugurated in this department a system entirely his own, whereby the public and board of trade receive correct and reliable statistics each day which are so much desired by the grain trade.

Thanking your honorable board for the advanced position in which my report was placed in your published report of last year, on account of the promptness in furnishing you the copy and also the many official and personal favors extended.

I have the honor to remain,

Very respectfully yours,

DAN'L HOGAN,

*Warehouse Registrar.*

## EXHIBIT A.—1.

*"Trial Balance" Table for the Year—Balance on hand November 1, 1898.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and B Annex.....	390,026	2,579,586	161,970	49,078	18,978	3,199,638
Armour F.....	1,755	621,649	33,422	.....	.....	656,826
Alton and B.....	97,297	865,719	154,107	26,997	.....	1,144,120
Central B and Annex.....	64,984	1,073,446	38,429	12,192	.....	1,189,051
Indiana.....	213,949	865,431	23,964	21,413	.....	1,124,757
Wabash.....	26,339	929,772	35,811	847	.....	992,769
Santa Fé A.....	259	4,599	.....	.....	.....	5,258
Rock Island A.....	.....	498,247	.....	12	.....	498,259
Rock Island B.....	3,388	433,699	.....	.....	48,096	485,183
South Chicago C and Annex.....	133,961	1,304,906	203,831	63,655	91,756	1,798,112
City.....	141,826	157,599	28,529	.....	23,745	351,699
Iowa.....	540,641	227,473	.....	21,406	2,161	791,684
Union.....	3,822	309,486	105,645	.....	16,927	435,880
St. Paul and Fulton Annex.....	97,908	79,504	18,929	1,172	46,244	243,757
Nebraska City.....	117,747	21,363	.....	.....	.....	139,110
National.....	96	583,920	10,083	.....	.....	594,999
St. Louis.....	921	829,780	138,638	.....	.....	960,339
Totals.....	1,834,922	11,386,579	953,288	196,775	247,937	14,619,571

## EXHIBIT A.—2.

*"Trial Balance" Table for the Year—Received since October 31, 1898.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and B Annex.....	8,754,474	2,800,475	539,607	521,630	160,142	12,776,328
Armour F.....	446,530	1,166,639	714,850	255,834	.....	2,523,913
Alton and B.....	1,482,616	5,023,674	1,443,779	179,998	133,128	8,263,186
Central B and Annex.....	257,599	3,808,676	595,537	70,445	.....	4,732,257
Indiana.....	606,476	2,657,309	1,276,751	3,791	.....	4,544,327
Wabash.....	133,494	498,648	202,146	.....	.....	834,288
Rock Island A.....	432,115	2,299,430	.....	.....	.....	2,731,545
Rock Island B.....	.....	575,137	.....	.....	37,341	612,481
South Chicago C and Annex.....	2,991,706	5,602,617	591,383	159,805	406,523	9,751,034
City.....	943,699	1,683,887	92,086	91,215	17,723	2,828,610
Iowa.....	1,397,910	2,915,311	5,601	316,322	17,121	4,682,265
Union.....	1,340,000	1,175,359	132,283	37,731	69,520	2,745,893
St. Paul and Fulton Annex.....	98,642	736,643	80,477	53,165	148,030	1,116,957
Nebraska City.....	1,342,567	1,720,380	.....	.....	.....	3,062,947
National.....	801,403	407,339	27,278	.....	.....	1,236,020
St. Louis.....	75,119	1,188,724	296,072	.....	.....	1,559,915
Totals.....	21,104,350	34,200,308	5,997,811	1,719,936	980,531	64,002,966

## EXHIBIT A.—3.

*"Trial Balance" Table for the Year—Total.*

Warehouse.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex. ....	9,144,500	5,380,061	701,577	570,708	179,120	15,975,966
Armour F. ....	448,285	1,728,348	748,272	255,834	.....	3,180,739
Alton and B. ....	1,579,913	5,889,393	1,597,877	206,995	133,128	9,407,306
Central B and Annex. ....	322,583	4,882,122	633,966	82,637	.....	5,921,308
Indiana. ....	820,425	3,522,740	1,300,715	25,204	.....	5,669,084
Wabash. ....	159,833	1,428,420	237,987	847	.....	1,827,087
Santa Fé. ....	259	4,999	.....	.....	.....	5,258
Rock Island A. ....	432,115	2,797,677	.....	12	.....	3,229,804
Rock Island B. ....	3,388	1,008,836	.....	.....	85,440	1,097,664
South Chicago C and Annex. ....	3,125,667	6,907,523	795,214	223,463	498,279	11,550,146
City. ....	1,085,525	1,841,486	120,615	91,215	41,468	3,180,309
Iowa. ....	1,938,554	3,142,784	5,601	367,728	19,282	5,473,949
Union. ....	1,343,822	1,484,845	237,928	37,731	77,447	3,181,773
St. Paul and Fulton Annex. ....	196,550	816,147	99,406	54,337	194,274	1,360,714
Nebraska City. ....	1,460,314	1,741,743	.....	.....	.....	3,202,057
National. ....	901,499	991,259	37,361	.....	.....	1,830,119
St. Louis. ....	76,040	2,018,504	434,710	.....	.....	2,529,254
Total. ....	22,939,272	45,586,887	6,951,229	1,916,711	1,228,438	78,622,537

## EXHIBIT A.—4.

*"Trial Balance" Table for the Year—Shipped since October 31, 1898.*

Warehouse.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex. ....	5,888,773	4,956,443	688,501	473,483	179,120	12,186,320
Armour F. ....	414,297	1,388,078	717,750	191,894	.....	2,712,019
Alton and B. ....	772,764	5,641,456	1,453,228	139,303	133,128	8,139,879
Central B and Annex. ....	41,119	4,586,177	400,129	67,239	.....	5,094,664
Indiana. ....	620,812	3,189,087	848,927	1,389	.....	4,660,215
Wabash. ....	26,194	1,085,521	40,015	847	.....	1,152,577
Santa Fé. ....	259	4,999	.....	.....	.....	5,258
Rock Island A. ....	.....	2,600,767	.....	.....	.....	2,600,767
Rock Island B. ....	3,388	1,008,836	.....	.....	85,440	1,097,664
South Chicago C and Annex. ....	1,606,070	6,378,713	777,929	127,649	458,916	9,344,277
City. ....	577,187	1,575,386	120,615	81,796	41,468	2,396,442
Iowa. ....	819,397	3,136,377	5,601	351,852	19,282	4,332,509
Union. ....	5,030	1,419,333	237,928	26,070	77,447	1,765,808
St. Paul and Fulton Annex. ....	196,550	816,147	99,406	54,337	194,274	1,360,714
Nebraska City. ....	584,743	1,659,034	.....	.....	.....	2,243,777
National. ....	15,523	984,171	37,361	.....	.....	1,037,055
St. Louis. ....	.....	1,667,017	231,222	.....	.....	1,898,239
Total. ....	11,572,106	42,097,542	5,658,612	1,515,849	1,189,075	62,033,184

## EXHIBIT A.—5.

*Trial Balance for the Year—On Hand October 31, 1899.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and B Annex .....	3,255,727	423,618	13,076	97,225	.....	3,789,646
Armour F .....	33,988	340,270	30,522	63,940	.....	468,720
Alton and B .....	807,149	247,937	144,649	67,692	.....	1,267,427
Central B and Annex .....	281,464	295,945	233,837	15,398	.....	826,644
Indiana .....	199,613	333,653	451,788	23,815	.....	1,008,869
Wabash .....	133,639	342,899	197,972	.....	.....	674,510
Rock Island A .....	432,115	196,910	.....	12	.....	629,037
South Chicago C and Annex .....	1,519,597	528,810	17,285	95,814	39,363	2,200,869
City .....	508,338	266,100	.....	9,429	.....	783,867
Iowa .....	1,119,157	6,407	.....	15,876	.....	1,141,440
Union .....	1,338,792	65,512	.....	11,661	.....	1,415,965
Nebraska City .....	875,571	82,709	.....	.....	.....	958,280
National .....	785,976	7,088	.....	.....	.....	793,064
St. Louis .....	76,040	351,487	203,488	.....	.....	631,015
Total .....	11,367,166	3,489,345	1,292,617	400,862	39,363	16,589,353

## EXHIBIT B.—1.

*Receipts into Store—Winter Wheat—by Rail.*

Warehouses.	No. of cars.	3 White.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red	4 Red	N. G.	Total.
Armour A, B and B Annex .....	156	.....	4,967	2,727	.....	123,786	.....	885	.....	132,365
Armour F .....	13	.....	.....	1,158	.....	9,880	.....	.....	.....	11,038
Alton and B .....	469	.....	.....	230,248	31,439	178,101	131	.....	.....	439,919
Central B and Annex .....	50	.....	.....	.....	.....	49,489	.....	.....	.....	49,489
Indiana .....	647	16,919	.....	487,452	6,592	.....	.....	40,048	422	551,433
Rock Island A .....	452	.....	.....	109,032	323,083	.....	.....	.....	.....	432,115
South Chicago C and Annex .....	1,158	.....	4,256	796,450	274,963	5,478	.....	.....	.....	1,081,147
City .....	19	.....	.....	9,875	5,758	.....	.....	.....	.....	15,633
Iowa .....	58	444	1,527	21,710	26,707	.....	.....	.....	.....	50,388
Union .....	88	.....	.....	78,175	.....	.....	.....	.....	.....	78,175
St. Paul and Fulton Annex .....	1	.....	.....	620	.....	.....	.....	.....	.....	620
St. Louis .....	69	.....	.....	69,804	.....	.....	.....	.....	.....	69,804
Total .....	3,180	17,363	20,625	1,803,134	662,784	366,734	131	40,933	422	2,912,126

## EXHIBIT B--2.

*Receipts Into Store—Winter Wheat—By Canal.*

Warehouses.	Number of Boats.	2 Hard.	3 Hard.	2 Red.	3 Red.	Total.
Armour A, B and B Annex .....	3	.....	.....	14,678	.....	14,678
Alton and B.....	9	9,101	18,121	5,010	473	32,705
Total.....	12	9,101	18,121	19,688	473	47,383

## EXHIBIT B--3.

*Shipments—Winter Wheat.*

Warehouses.	3 White.	2 Hard.	3 Hard.	4 Hard.	2 Red.	3 Red.	4 Red.	Total.
Armour A, B and B Annex.....	4,967	2,727	.....	.....	56,101	.....	885	64,680
Armour F.....	.....	1,158	.....	.....	.....	.....	.....	1,158
Alton and B.....	.....	109,146	1,743	69,118	473	.....	.....	180,480
Central B and Annex .....	.....	.....	963	.....	473	1,413	.....	2,879
Indiana .....	18,489	1,153	513,413	7,076	1,694	6,609	47,447	595,878
Wabash .....	.....	.....	.....	.....	6,498	.....	.....	6,498
South Chicago C and Annex.....	.....	.....	.....	.....	10,559	4,629	1,475	16,663
City .....	.....	9,875	5,758	.....	.....	.....	.....	15,633
Iowa.....	441	840	9,143	.....	.....	.....	.....	10,427
St. Paul and Fulton Annex.....	.....	.....	620	.....	.....	.....	.....	620
Santa Fé A.....	.....	.....	259	.....	.....	.....	.....	259
Total .....	18,933	16,835	642,224	9,812	143,967	12,184	51,220	895,175

EXHIBIT B-4.  
*Receipts into Store—Spring Wheat—by Rail.*

Warehouses.	No. of Cars.	1 Northern.	2 Northern.	2	3	4	No Grade.	2 Mixed.	3 Mixed.	Total.
Armour A, B and B Annex .....	7,312	6,383,558	1,465	.....	61,203	5,087	.....	.....	.....	6,451,313
Armour F .....	543	283,108	4,016	.....	147,058	.....	.....	.....	.....	435,492
Alton and B .....	1,018	714,954	169,866	1,310	80,714	7,927	.....	.....	.....	973,561
Central B and Annex .....	262	168,685	3,991	.....	35,434	.....	.....	.....	.....	208,110
Indiana .....	55	55,943	.....	.....	.....	.....	.....	.....	.....	55,943
Wabash .....	151	132,846	.....	.....	618	.....	.....	.....	.....	133,464
South Chicago C and Annex .....	2,426	291,775	94,373	3,006	1,370,365	190,980	.....	.....	.....	1,910,559
City .....	739	51,101	126,260	1,443	364,180	43,077	.....	.....	1,647	587,708
Iowa .....	1,060	1,714	149,616	.....	573,689	134,516	1,644	.....	1,600	862,779
Union .....	1	.....	.....	.....	.....	.....	.....	708	.....	708
St. Paul and Fulton Annex .....	142	604	1,748	1,187	90,843	2,478	.....	568	594	98,022
Nebraska City .....	186	113,078	169,411	.....	.....	.....	.....	.....	.....	282,489
St. Louis .....	5	.....	.....	.....	5,315	.....	.....	.....	.....	5,315
Total .....	13,900	8,196,406	720,846	7,006	2,729,449	344,065	1,644	1,276	3,841	12,004,593

## EXHIBIT B—5.

*Receipts Into Store—Spring Wheat—By Canal.*

Warehouses.	No. of Boats.	<sup>1</sup> Northern.	<sup>2</sup> North- ern.	<sup>2</sup> Spring.	3	4	Total.
Armour A, B and B Annex.	254	2,156,118	.....	.....	.....	.....	2,156,118
Alton and B .....	8	13,863	.....	.....	21,062	1,566	36,431
City .....	52	203,548	113,212	.....	23,598	.....	340,358
Iowa .....	41	402,879	72,907	5,000	1,530	2,427	484,743
Union. ....	117	1,261,117	.....	.....	.....	.....	1,261,117
Nebraska City .....	107	836,160	7,982	.....	215,936	.....	1,060,078
National .....	120	801,403	.....	.....	.....	.....	801,403
Total.....	699	5,675,028	194,101	5,000	262,126	3,993	6,140,248



EXHIBIT B. 7.  
Receipts into Store—Corn—by Rail.

Warehouses.	No. of Cars.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Total.
Armour A, B and B Annex.....	2,538	183,350	32,424	13,700	2,315	1,721,404	232,263	42,228	.....	2,228,184
Armour F.....	1,365	128,053	2,361	.....	.....	1,372,538	3,747	.....	.....	1,406,690
Alton and B.....	4,287	454,078	424,402	367,841	260,478	1,430,717	752,061	179,516	.....	3,803,653
Central B and Annex.....	4,397	523,344	1,473,905	103,422	720,218	515,625	472,159	.....	.....	3,804,676
Indiana.....	3,061	423,457	801,058	84,882	492,602	247,350	559,316	34,342	950	2,634,036
Wabash.....	515	222,117	1,451	35,053	3,008	226,018	10,501	.....	.....	438,648
Rock Island A.....	2,598	292,787	57,740	196,543	35,065	1,060,966	601,362	52,815	1,552	2,293,430
Rock Island B.....	672	98,349	12,819	4,166	21,853	139,680	298,231	70,099	.....	575,137
South Chicago C and Annex.....	6,392	710,252	888,625	222,826	446,004	1,754,502	1,254,263	323,625	2,510	5,042,617
City.....	1,796	438,377	208,094	31,787	3,220	516,480	211,180	103,389	.....	1,512,538
Iowa.....	3,143	370,444	294,301	10,105	97,065	916,580	753,987	301,038	2,886	2,476,505
Union.....	1,074	187,243	190,182	13,200	18,106	392,812	71,577	21,971	.....	895,271
St. Paul and Fulton Annex.....	1,942	22,634	118,677	6,579	3,330	85,127	352,711	111,385	2,179	696,643
Nebraska City.....	1,802	24,506	206,861	6,521	31,070	291,710	622,718	436,569	13,203	1,689,194
National.....	460	36,467	149,301	12,359	26,885	11,990	110,636	740	.....	351,348
St. Louis.....	806	163,066	158,048	44,169	48,998	73,115	150,430	.....	.....	637,826
Total.....	35,778	4,208,524	5,014,869	1,087,193	2,140,963	10,363,103	6,457,221	1,736,750	23,280	31,031,843

## EXHIBIT B.—8.

*Receipts into Store—Corn by Canal,*

Warehouses.	No. of Boats.	2 Yellow	3 Yellow	2 White.	2	3	4	Total.
Armour A, B and B Annex .....	69	38,119	3,436	.....	528,118	2,618	.....	572,291
Alton and B.....	237	148,686	19,905	55,864	649,501	279,127	61,498	1,214,581
Indiana.....	3	.....	5,754	.....	.....	5,945	1,574	13,273
City .....	26	12,163	14,175	.....	48,000	88,823	8,190	171,351
Iowa.....	20	.....	16,469	6,383	54,123	154,162	7,669	238,806
Union.....	29	6,214	3,644	.....	156,847	113,383	.....	280,088
St. Paul and Fulton Annex .....	5	.....	.....	.....	40,000	.....	.....	40,000
Nebraska City.....	4	.....	.....	.....	23,189	7,997	.....	31,186
National.....	12	4,385	13,432	.....	38,174	.....	.....	55,991
St. Louis.....	104	7,196	28,537	6,016	102,364	406,785	.....	550,898
Totals.....	509	216,763	105,352	68,263	1,640,316	1,058,840	78,931	3,168,465

EXHIBIT B—9.  
Shipments—Corn.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Total.
Armour A, B and B Annex	1,553,015	121,810	14,211	4,208	2,640,039	580,332	42,228	.....	4,956,413
Armour F	578,719	2,361	.....	.....	870,227	6,741	.....	.....	1,388,078
Alton and B	823,196	477,021	540,347	321,611	2,168,708	1,097,158	243,415	.....	5,641,156
Central B and Annex	711,731	1,618,228	331,289	740,714	410,153	662,168	104,891	.....	4,586,177
Indiana	870,328	812,402	232,570	463,268	232,284	455,226	61,838	1,171	3,183,087
Wabash	443,081	23,460	293,818	75,000	197,122	33,562	19,478	.....	1,085,521
Santa Fe	3,471	.....	.....	.....	1,528	.....	.....	.....	4,999
Rock Island A	382,872	73,834	223,520	35,665	1,108,546	711,963	52,815	1,552	2,600,767
Rock Island B	28,349	121,999	19,547	48,719	218,365	457,434	114,983	.....	1,008,836
South Chicago C and Annex	1,117,943	880,959	394,467	519,469	1,610,223	1,298,288	584,364	33,000	6,378,713
City	407,852	235,200	17,028	4,160	433,642	312,973	105,032	.....	1,575,396
Iowa	409,945	333,138	54,396	39,863	1,025,296	939,424	330,929	2,886	3,136,377
Union	315,411	217,383	38,395	23,428	606,430	183,800	28,888	.....	1,419,333
St. Paul and Fulton Annex	56,250	122,781	2,309	4,074	135,280	353,180	113,502	2,801	816,147
Nebraska City	33,525	200,861	9,278	31,076	234,777	630,715	485,599	13,203	1,634,031
National	160,932	157,633	95,622	26,885	425,100	116,715	.....	.....	1,984,171
St. Louis	165,248	177,768	55,237	30,882	756,257	481,625	.....	.....	1,667,617
Total	7,991,868	5,576,338	2,302,374	2,375,961	13,222,407	8,269,304	2,304,969	55,221	42,097,542

## EXHIBIT B—10.

*Receipts Into Store—Oats—By Rail.*

Warehouses.	No. of Cars.	2 White.	3 White.	4 White.	2	3	4	Total.
Armour A, B and B Annex	435	941	153,107	36,319	338,286	.....	3,266	531,919
Armour F	591	.....	.....	.....	714,850	.....	.....	714,850
Alton and B	958	.....	205,471	.....	872,904	92,831	16,437	1,187,613
Central Band Annex	438	207,207	3,480	.....	383,444	.....	1,406	595,537
Indiana	950	249,503	307,015	.....	672,780	47,453	.....	1,276,751
Wabash	144	.....	.....	.....	202,146	.....	.....	202,146
So. Chicago C and Annex	467	17,398	378,510	1,304	185,942	4,283	3,946	591,383
City	72	.....	12,431	3,254	75,056	.....	1,345	92,086
Iowa	4	.....	.....	.....	5,601	.....	.....	5,601
Union	116	.....	13,864	5,757	107,967	1,169	3,526	132,283
St. Paul and Fulton Annex	70	1,015	62,140	16,212	1,110	.....	.....	80,477
National	1	1,700	.....	.....	.....	.....	.....	1,700
St. Louis	221	6,394	197,636	.....	86,190	.....	.....	290,220
Total	4,467	484,158	1,333,654	62,846	3,646,276	145,736	29,926	5,702,596

## EXHIBIT B—11.

*Receipts Into Store—Oats—By Canal.*

Warehouses.	No. of Boats.	3 White.	2	3	Total.
Armour A, B and B Annex	1	.....	7,688	.....	7,688
Alton and B	39	55,011	198,280	2,836	256,127
National	4	19,835	5,743	.....	25,578
St. Louis	1	5,852	.....	.....	5,852
Total	45	80,698	211,711	2,836	295,245

## EXHIBIT B.—12.

*Shipments—Oats.*

Warehouses.	2 White.	3 White.	4 White.	N. G. White.	2	3	4	N. G.	Total.
Armour A, B and B Annex .....	941	252,918	71,431	.....	359,945	.....	3,266	.....	688,501
Armour F .....	.....	.....	.....	.....	717,750	.....	.....	.....	717,750
Alton and B .....	.....	324,148	.....	.....	1,030,971	88,573	9,536	.....	1,453,228
Central B and Annex .....	87,939	22,657	3,846	.....	286,287	.....	.....	.....	400,129
Indiana .....	76,561	127,217	.....	.....	627,149	18,000	.....	.....	848,927
Wabash .....	.....	.....	.....	.....	40,015	.....	.....	.....	40,015
South Chicago C and Annex .....	17,398	518,968	36,866	.....	182,755	11,494	10,448	.....	777,929
City .....	.....	31,669	7,691	.....	78,623	1,887	1,545	.....	120,615
Iowa .....	.....	.....	.....	.....	5,691	.....	.....	.....	5,691
Union .....	.....	56,800	37,185	5,541	129,039	3,070	3,526	2,767	237,928
St. Paul and Fulton Annex .....	1,015	74,849	19,296	.....	2,436	1,179	631	.....	99,406
National .....	1,700	19,835	.....	.....	15,826	.....	.....	.....	37,361
St. Louis .....	6,394	.....	.....	.....	224,828	.....	.....	.....	231,222
Total .....	191,348	1,428,461	176,315	5,541	3,701,225	124,203	28,752	2,767	5,658,612

## EXHIBIT B.—13.

*Receipts into Store—Rye—By Rail.*

Warehouses.	No. of Cars.	2	3	4	No Grade.	Total.
Armour A, B and B Annex .....	544	422,966	.....	.....	.....	422,966
Armour F .....	319	255,834	.....	.....	.....	255,834
Alton and B .....	174	152,759	491	.....	.....	153,250
Central B and Annex .....	76	70,445	.....	.....	.....	70,445
Indiana .....	6	2,754	1,037	.....	.....	3,791
South Chicago C and Annex .....	176	159,805	.....	.....	.....	159,805
City .....	115	76,691	19,884	3,640	.....	91,215
Iowa .....	396	259,111	53,209	8,127	.....	300,447
Union .....	2	1,044	.....	.....	.....	1,044
St. Paul and Fulton Annex .....	78	44,254	8,911	.....	.....	53,165
Total .....	1,886	1,425,663	74,532	11,767	.....	1,511,962

## EXHIBIT B.—14.

*Receipts into Store—Rye by Canal.*

Warehouses.	No. of Boats.	2	3	4	Total.
Armour A, B and B Annex.....	7	98,664	.....	.....	98,664
Alton and B.....	6	26,748	.....	.....	26,748
Iowa.....	10	45,686	189	.....	45,875
Union.....	8	36,687	.....	.....	36,687
Totals .....	31	207,785	189	.....	207,974

## EXHIBIT B.—15.

*Shipments—Rye.*

Warehouses.	2	3	4	No Grade.	Total.
Armour A, B and B Annex.....	473,483	.....	.....	.....	473,483
Armour F.....	191,894	.....	.....	.....	191,894
Alton and B.....	139,303	.....	.....	.....	139,303
Central B and Annex.....	67,239	.....	.....	.....	67,239
Indiana.....	1,389	.....	.....	.....	1,389
Wabash.....	847	.....	.....	.....	847
South Chicago C and Annex.....	127,649	.....	.....	.....	127,649
City.....	67,262	10,884	3,640	.....	81,786
Iowa.....	296,452	48,363	7,037	.....	351,852
Union.....	26,070	.....	.....	.....	26,070
St. Paul and Fulton Annex .....	45,426	8,911	.....	.....	54,337
Totals .....	1,437,014	68,158	10,677	.....	1,515,849

## EXHIBIT B.—16.

*Receipts into Store—Barley by Rail.*

Warehouses.	No. of Cars.	2	3	4	5	No Grade.	Total.
Armour A, B and B Annex.....	187	5,735	154,407	.....	.....	.....	160,142
Alton and B.....	121	.....	109,082	24,046	.....	.....	133,128
Rock Island B.....	46	.....	25,598	11,746	.....	.....	37,344
South Chicago C and Annex.....	509	.....	29,640	235,095	141,788	.....	406,523
City.....	22	.....	4,694	10,335	2,644	650	17,723
Iowa.....	1	.....	555	.....	.....	.....	555
Union.....	67	.....	5,684	52,023	2,913	.....	60,520
St. Paul and Fulton Annex.....	188	.....	17,176	72,098	54,028	4,728	148,030
Totals.....	1,132	5,735	346,136	405,343	201,373	5,378	963,965

## EXHIBIT B.—17.

*Receipts Into Store—Barley—By Canal.*

Warehouse.	No. of Boats.	2	3	4	5	Total.
Iowa .....	2	.....	16,566	.....	.....	16,566
Total.....	2	.....	16,566	.....	.....	16,566

## EXHIBIT B.—18.

*Shipments—Barley.*

Warehouses.	2	3	4	5	No Grade.	Total.
Armour A. B. and B. Annex.....	17,970	161,150	.....	.....	.....	179,120
Alton and B.....	.....	109,082	24,046	.....	.....	133,128
Rock Island B.....	.....	55,716	29,724	.....	.....	85,440
South Chicago C. and Annex.....	.....	5,925	311,203	141,788	.....	458,916
City.....	.....	15,402	19,661	5,323	1,082	41,468
Iowa.....	2,161	17,121	.....	.....	.....	19,282
Union.....	.....	9,978	61,664	5,805	.....	77,447
St. Paul and Fulton Annex.....	.....	29,175	82,482	65,430	17,187	194,274
Total.....	20,131	403,549	528,780	218,346	18,269	1,189,075

## EXHIBIT C.—1.

*Receipts—By Rail.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A. B. and B. Annex.....	6,583,678	2,228,184	531,919	422,966	160,142	9,926,889
Armour F.....	446,530	1,106,699	714,850	255,834	.....	2,523,913
Alton and B.....	1,413,480	3,869,093	1,187,643	153,250	133,128	6,696,594
Central B. and Annex.....	257,599	3,808,676	595,537	70,445	.....	4,732,257
Indiana.....	606,476	2,644,036	1,276,751	3,791	.....	4,531,054
Wabash.....	133,494	498,648	202,146	.....	.....	834,288
Rock Island A.....	432,115	2,299,430	.....	.....	.....	2,731,545
Rock Island B.....	.....	575,137	.....	.....	37,344	612,481
South Chicago C. and Annex.....	2,991,706	5,602,617	591,383	159,805	406,523	9,752,034
City.....	603,341	1,512,536	92,086	91,215	17,723	2,316,901
Iowa.....	913,167	2,676,565	5,601	300,447	555	3,896,275
Union.....	78,893	895,271	132,283	1,044	60,520	1,168,001
St. Paul and Fulton Annex.....	98,642	696,643	80,477	53,165	148,030	1,076,957
Nebraska City.....	282,489	1,689,194	.....	.....	.....	1,971,683
National.....	.....	351,348	1,700	.....	.....	353,048
St. Louis.....	75,119	637,826	290,220	.....	.....	1,003,165
Total.....	14,916,719	31,031,843	5,702,596	1,511,962	963,965	54,127,085

## EXHIBIT C—2.

*Receipts—by Vessel.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex .....	2,170,796	572,291	7,688	98,664	.....	2,849,439
Alton and B.....	69,136	1,214,581	256,127	26,748	.....	1,566,592
Indiana.....	.....	13,273	.....	.....	.....	13,273
City.....	340,358	171,351	.....	.....	.....	511,709
Iowa.....	484,743	238,806	.....	45,875	16,566	785,990
Union.....	1,261,117	280,088	.....	36,687	.....	1,577,892
St. Paul and Fulton Annex .....	.....	40,000	.....	.....	.....	40,000
Nebraska City .....	1,060,078	31,186	.....	.....	.....	1,091,264
National.....	801,403	55,991	25,578	.....	.....	882,972
St. Louis .....	.....	550,898	5,852	.....	.....	556,750
Total.....	6,187,631	3,168,465	295,245	207,974	16,566	9,875,881

## EXHIBIT C—3.

*Shipments—by Rail.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex .....	969,077	426,399	668,501	103,634	33,274	2,200,885
Armour F.....	15,614	74,319	696,000	124,732	.....	910,665
Alton and B.....	184,281	1,068,956	764,675	87,100	.....	2,105,012
Central Band Annex.....	7,119	394,210	158,265	50,452	.....	610,046
Indiana.....	13,149	737,444	738,866	1,389	.....	1,490,848
Wabash.....	26,194	319,661	40,015	847	.....	386,717
Rock Island A .....	.....	1,016,871	.....	.....	.....	1,016,871
Rock Island B .....	.....	253,363	.....	.....	69,995	363,358
South Chicago C and Annex.....	1,397,409	3,058,892	653,891	127,649	376,916	5,614,757
City.....	31,018	313,747	49,672	13,583	650	408,570
Iowa.....	32,346	1,567,229	5,601	140,059	2,716	1,747,951
Union.....	1,208	9,432	235,161	4,209	.....	250,010
St. Paul and Fulton Annex .....	18,942	400,001	99,406	45,426	48,854	612,629
Nebraska City .....	126,765	95,120	.....	.....	.....	221,885
National.....	.....	206,550	37,361	.....	.....	243,911
St. Louis.....	.....	67,540	33,534	.....	.....	101,074
Total.....	2,823,122	10,049,734	4,180,848	699,080	532,405	18,285,189

## EXHIBIT C-4.

*Shipments—By Vessel.*

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex.....	4,919,696	4,530,044	20,000	369,849	145,846	9,985,435
Armour F.....	398,683	1,313,759	21,750	67,162	.....	1,801,354
Alton and B.....	588,483	4,572,500	688,553	52,203	133,128	6,034,867
Central B and Annex.....	34,000	4,191,967	241,864	16,787	.....	4,484,618
Indiana.....	697,663	2,451,643	110,061	.....	.....	3,169,367
Wabash.....	.....	765,850	.....	.....	.....	765,860
Santa Fé.....	259	4,999	.....	.....	.....	5,258
Rock Island A.....	.....	1,583,896	.....	.....	.....	1,583,896
Rock Island B.....	3,388	715,473	.....	.....	15,445	734,306
South Chicago C and Annex.....	208,651	3,319,821	124,038	.....	82,000	3,734,520
City.....	546,169	1,261,639	71,043	68,203	40,818	1,987,872
Iowa.....	3,822	1,409,901	2,767	21,861	77,447	1,515,798
Union.....	787,051	1,569,148	.....	211,793	16,566	2,584,558
St. Paul and Fulton Annex.....	177,608	416,146	.....	8,911	145,420	748,085
Nebraska City.....	457,978	1,563,914	.....	.....	.....	2,021,892
National.....	15,523	777,621	.....	.....	.....	793,144
St. Louis.....	.....	1,599,477	197,688	.....	.....	1,797,165
Total.....	8,748,984	32,047,808	1,477,764	816,769	656,670	43,747,995

## EXHIBIT D.

*Showing the Number of Vessels and Cars and the Total Number of Bushels of Each Kind and Grade of Grain Received into the Public Warehouses of Chicago during the Year ending Oct. 31, 1899.*

Kind and Grade.	No. of boats.	Bushels in boats.	No. of cars.	Bushels in cars.	Total bushels.
No. 3 white winter wheat .....	.....	.....	23	17,363	17,363
No. 2 hard .....	2	9,101	25	20,625	29,726
No. 3 .....	4	18,121	1,945	1,893,131	1,911,255
No. 4 .....	.....	.....	753	662,784	662,784
No. 2 red .....	5	19,688	402	366,734	386,422
No. 3 .....	1	473	1	131	604
No. 4 .....	.....	.....	50	40,933	40,933
No grade, red .....	.....	.....	1	422	422
No. 1 Northern spring wheat.....	630	5,675,028	9,169	8,196,466	13,871,494
No. 2 .....	27	194,101	748	720,846	914,947
No. 2 spring wheat .....	1	5,000	10	7,006	12,006
No. 3 .....	39	262,126	3,499	2,729,449	2,991,575
No. 4 .....	2	3,993	464	314,065	348,058
No grade .....	.....	.....	3	1,644	1,644
No. 2 mixed wheat.....	.....	.....	2	1,276	1,276
No. 3 .....	.....	.....	5	3,841	3,841
No. 2 yellow corn.....	42	216,763	4,882	4,208,524	4,425,287
No. 3 .....	20	105,352	5,956	5,014,809	5,120,161
No. 2 white corn.....	13	68,263	1,278	1,087,193	1,155,456
No. 3 .....	.....	.....	2,484	2,140,963	2,140,963
No. 2 corn.....	250	1,610,316	11,613	10,363,103	12,003,419
No. 3 .....	167	1,058,840	7,377	6,457,221	7,516,061
No. 4 .....	17	78,931	2,157	1,736,750	1,815,681
No grade corn.....	.....	.....	31	23,280	23,280
No. 2 white oats .....	.....	.....	31	484,158	484,158
No. 3 .....	14	80,698	1,074	1,393,654	1,414,352
No. 4 .....	.....	.....	55	62,846	62,846
No. 2 oats .....	29	211,711	2,854	3,646,276	3,857,987
No. 3 .....	2	2,836	111	145,736	148,572
No. 4 .....	.....	.....	26	29,926	29,926
No. 2 rye .....	30	207,785	1,755	1,425,663	1,633,448
No. 3 .....	1	189	113	74,532	74,721
No. 4 .....	.....	.....	18	11,767	11,767
No. 2 barley.....	.....	.....	7	5,735	5,735
No. 3 .....	2	16,566	365	346,136	362,702
No. 4 .....	.....	.....	497	405,343	405,343
No. 5 .....	.....	.....	255	201,373	201,373
No grade.....	.....	.....	8	5,378	5,378
Total.....	1,298	9,875,881	60,343	54,127,085	64,002,966

## EXHIBIT E.

*Showing the Number of Cars of Each Kind of Grain Received into the several Public Warehouses.*

Warehouse.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex	156	7,312	2,538	435	544	187	11,172
Armour F.....	13	543	1,365	591	319	.....	2,831
Alton and B.....	469	1,018	4,287	958	174	121	7,027
Central B and Annex.....	50	262	4,397	438	76	.....	5,223
Indiana.....	647	55	3,061	950	6	.....	4,719
Wabash.....	.....	151	515	144	.....	.....	810
Rock Island A.....	452	.....	2,568	.....	.....	.....	3,020
Rock Island B.....	.....	.....	672	.....	.....	46	718
South Chicago C and An- nex.....	1,158	2,426	6,392	467	176	500	11,119
City.....	19	739	1,756	72	115	22	2,723
Iowa.....	58	1,060	3,143	4	396	1	4,662
Union.....	88	1	1,074	116	2	67	1,348
St. Paul and Fulton An- nex.....	1	142	942	70	78	188	1,421
Nebraska City.....	.....	186	1,802	.....	.....	.....	1,988
National.....	.....	.....	460	1	.....	.....	461
St. Louis.....	69	5	806	221	.....	.....	1,101
Totals.....	3,180	13,901	35,778	4,467	1,886	1,132	60,343

## EXHIBIT F.

*Showing the Number of Canal Boats and Vessels of Each Kind of Grain Received into the several Public Warehouses*

Warehouse.	Winter Wheat.	Spring Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
Armour A, B and B Annex. ....	3	254	69	1	7	.....	334
Alton and B.....	9	8	237	39	6	.....	299
Indiana.....	.....	.....	3	.....	.....	.....	3
City.....	.....	52	26	.....	.....	.....	78
Iowa.....	.....	41	20	.....	10	2	73
Union.....	.....	117	29	.....	8	.....	154
St. Paul and Fulton Annex.....	.....	.....	5	.....	.....	.....	5
Nebraska City.....	.....	167	4	.....	.....	.....	171
National.....	.....	120	12	4	.....	.....	136
St. Louis.....	.....	.....	104	1	.....	.....	105
Totals.....	12	699	509	45	31	2	1,298

## EXHIBIT G.

*Showing the Number of Cars and the Total Amount Received Each Week During the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	456	437	38	82	10	1,023
12.....	885	665	16	81	16	1,163
19.....	344	269	7	93	51	764
26.....	416	295	7	61	54	833
December 3.....	334	247	25	98	97	801
10.....	426	298	64	66	63	917
17.....	446	372	208	108	69	1,203
24.....	467	835	280	175	105	1,862
31.....	329	714	154	114	57	1,368
1899.						
January 7.....	262	1,136	44	49	153	1,614
14.....	259	1,454	27	77	77	1,884
21.....	231	887	25	42	66	1,251
28.....	297	559	41	40	22	950
February 4.....	194	1,123	53	36	24	1,430
11.....	196	1,445	105	13	57	1,816
18.....	178	868	47	15	28	1,136
25.....	261	783	43	27	7	1,121
March 4.....	225	554	38	9	2	828
11.....	267	689	10	5	32	1,003
18.....	186	474	1	.....	41	702
25.....	139	543	.....	3	1	686
April 1.....	224	414	.....	2	.....	640
8.....	168	327	7	4	.....	506
15.....	299	305	1	7	.....	312
22.....	303	323	.....	1	.....	627
29.....	220	135	34	8	.....	397
May 6.....	196	244	53	13	.....	506
13.....	301	165	24	38	.....	428
20.....	225	143	40	22	.....	430
27.....	89	194	318	65	.....	666
June 3.....	93	776	194	82	.....	1,145
10.....	269	829	31	9	.....	1,138
17.....	520	1,226	22	3	.....	1,771
24.....	514	1,759	8	1	1	2,283
July 1.....	439	1,811	6	6	1	2,263
8.....	246	1,214	7	6	.....	1,473
15.....	329	790	6	13	.....	1,138
22.....	266	743	18	20	33	1,080
29.....	216	788	416	19	.....	1,439
August 5.....	225	334	672	6	.....	1,237
12.....	157	208	217	18	.....	609
19.....	176	133	141	2	.....	452
26.....	113	419	221	37	.....	790
September 2.....	190	542	136	16	7	891
9.....	342	587	164	24	9	1,126
16.....	629	440	101	45	14	1,229
23.....	759	1,529	37	50	.....	2,375
30.....	1,113	2,904	128	26	.....	4,171
October 7.....	601	759	85	91	.....	1,536
14.....	497	481	50	13	.....	1,041
21.....	378	331	63	34	29	835
28.....	554	226	23	8	2	813
31.....	231	61	11	3	4	310
Total.....	17,080	35,778	4,467	1,886	1,132	60,343

## EXHIBIT H.

*Showing the Number of Canal Boats and Vessels Received Each Week During the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5	1	3		1		5
12	6	10		1		17
19	7	16				23
26	12	8				20
December 3	23	4		3		30
10	20	1				21
17	17	11				28
24	26	6	1	3		36
31	16	11				27
1899.						
January 7		11	3	1		15
14	8	15		3		26
21	19	14				33
28	7	21				28
February 4	4	3		2		9
11		4				4
18		12				12
25		13	1	3		17
March 4	4	11	1	1		17
11	4	11		1		16
18	4					4
25	1					1
April 1						
8						
15		4	1			5
22		11				11
29	1	7	2			10
May 6	13	1	2			16
13	15	7				22
20	15	7	2	2		26
27		18	8	2		28
June 3		8	8	1		17
10	2	13	3			18
17		23				23
24	1	12	3			16
July 1		4	1	1		6
8		9		1		10
15		3				3
22	1	10	2	1		14
29	2	10	5	1		18
August 5	9	1	1			11
12		1			2	3
19	2	5				7
26	1					1
September 2	1	9				10
9	19	11				30
16	43	23		3		69
23	52	39	1			92
30	75	32				107
October 7	39	21				60
14	67	15				82
21	73	11				84
28	68	5				73
31	33	4				37
Total	711	509	45	31	2	1,298

## EXHIBIT I.

*Showing the Weekly Receipts by Cars for the Year Ending  
October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	377,563	363,884	42,181	63,269	7,345	854,242
12.....	315,744	530,980	18,180	65,402	11,435	941,741
19.....	311,283	208,513	8,016	71,111	51,350	650,273
26.....	342,167	239,811	7,133	49,345	43,315	681,771
December 3.....	259,319	211,718	27,181	79,358	85,836	663,412
10.....	364,498	253,396	77,653	49,569	60,484	805,600
17.....	384,670	283,371	250,202	79,933	54,223	1,052,489
24.....	395,523	669,830	329,914	135,363	82,481	1,613,101
31.....	266,918	591,395	184,886	87,469	44,714	1,175,382
1899.						
January 7.....	204,007	922,226	53,153	34,581	132,819	1,346,879
14.....	216,962	1,189,581	33,644	64,216	66,530	1,570,933
21.....	192,844	753,670	28,973	32,373	55,681	1,063,544
28.....	247,445	475,555	49,216	29,704	17,929	819,849
February 4.....	153,439	924,484	62,597	27,569	18,379	1,186,408
11.....	163,311	1,187,200	127,289	9,096	50,231	1,537,127
18.....	149,606	745,084	55,557	11,156	24,044	985,447
25.....	218,647	661,056	52,944	23,508	5,582	961,737
March 4.....	191,641	463,984	44,512	6,513	1,108	708,158
11.....	219,937	571,376	12,106	3,620	21,770	828,809
18.....	150,477	424,520	1,125		29,644	605,766
25.....	115,435	469,086		2,122	687	587,330
April 1.....	186,408	390,589		1,233		568,230
8.....	141,049	313,607	7,819	3,162		465,637
15.....	254,120	293,678	1,244	4,996		554,038
22.....	259,557	303,483		515		563,555
29.....	203,524	109,725	41,708	6,328		361,285
May 6.....	171,339	213,278	63,391	9,639		457,647
13.....	170,421	143,781	31,052	30,584		375,841
20.....	202,152	133,664	46,916	17,472		409,204
27.....	80,633	150,931	394,674	54,121		680,359
June 3.....	78,923	648,846	237,873	68,685		1,034,327
10.....	240,202	702,772	36,601	5,734		985,309
17.....	459,502	1,028,470	25,897	2,095		1,515,964
24.....	483,636	1,522,901	10,954	118	650	2,018,259
July 1.....	392,760	1,568,420	6,824	3,644	60	1,971,708
8.....	230,781	1,058,596	9,386	3,050		1,301,813
15.....	294,336	713,233	7,140	9,884		1,024,593
22.....	237,340	649,059	21,494	16,579	37,761	962,233
29.....	185,535	703,595	536,443	14,834		1,440,407
August 5.....	207,996	295,310	886,323	3,963		1,393,592
12.....	142,835	182,708	302,343	15,954		643,840
19.....	172,293	114,373	190,533	1,086		478,285
26.....	100,426	375,928	302,033	36,235		814,682
September 2.....	174,059	505,318	183,579	13,747	5,690	882,393
9.....	308,968	521,794	211,256	19,815	7,326	1,069,159
16.....	563,107	394,828	137,172	39,025	13,813	1,147,945
23.....	672,110	1,438,431	55,435	46,098		2,212,074
30.....	1,025,866	2,741,250	175,907	20,712		3,963,735
October 7.....	544,291	680,489	113,718	84,466		1,422,964
14.....	437,778	438,300	67,534	11,397		955,000
21.....	347,673	304,160	83,632	32,183	27,710	795,358
28.....	499,432	206,917	33,266	7,345	1,967	748,927
31.....	206,138	52,699	13,807	1,983	2,998	277,715
Total.....	14,916,719	31,031,843	5,702,596	1,511,962	963,965	54,127,085

## EXHIBIT J.

*Showing Weekly Receipts from Canal Boats and Vessels for the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	478	15,005		3,935		19,413
12.....	35,499	54,117		6,180		95,826
19.....	70,922	76,944				147,866
26.....	167,840	42,168				210,008
December 3.....	270,730	21,311		9,776		301,817
10.....	233,098	5,820				238,924
17.....	234,751	56,383				311,134
24.....	297,363	31,344	8,028	15,297		352,032
31.....	230,519	73,910				304,429
1899.						
January 7.....		54,942	20,262	21,326		96,530
14.....	60,438	74,531		19,269		154,238
21.....	134,210	71,523				205,733
28.....	45,916	104,775				150,691
February 4.....	22,859	32,656		13,661		69,176
11.....		59,898				59,898
18.....		113,333				113,333
25.....		101,378	6,038	13,365		120,781
March 4.....	27,967	75,786	6,541	6,013		116,307
11.....	27,316	147,140		5,198		179,654
18.....	31,962					31,962
25.....	7,995					7,995
April 1.....						
8.....		21,391	6,128			27,519
15.....		102,033				102,033
22.....	6,705	39,186	8,803			54,694
29.....	72,634	3,161	15,669			91,464
May 6.....	95,920	70,346				166,266
14.....	84,077	50,251	14,482	4,926		153,736
20.....		150,216	51,591	54,935		256,802
27.....		82,881	51,183	1,931		135,995
June 3.....	9,101	91,303	20,142			120,546
10.....		144,100				144,100
17.....	3,742	66,552	4,270			74,564
24.....		17,787	7,560	2,742		28,089
July 1.....		46,137		5,989		52,126
8.....		10,203				10,203
15.....	8,000	52,197	18,534	2,405		81,436
22.....	16,000	58,825	42,174	4,612		121,611
29.....	54,463	5,928	7,688			68,079
August 5.....		4,305			16,566	20,871
12.....	16,000	38,163				54,163
19.....	8,000					8,000
26.....		46,989				46,989
September 2.....	129,389	58,412				187,801
9.....	285,129	124,343		16,414		425,886
16.....	407,089	209,010	5,852			621,951
23.....	533,438	172,555				705,993
30.....	403,888	107,244				511,132
October 7.....	545,320	81,286				626,606
14.....	710,360	58,945				769,305
21.....	611,198	21,712				632,910
28.....	259,370	19,944				279,314
31.....						
Total.....	6,187,631	3,168,465	295,245	207,971	16,566	9,875,881

## EXHIBIT K.

*Showing Weekly Shipments by Cars for the Year Ending  
October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	49,431	110,839	102,515	81,069		343,854
12.....	44,093	60,875	65,286	24,071		194,325
19.....	15,642	99,165	78,673		5,038	198,518
26.....	42,984	73,696	24,000		555	141,235
December 3.....	10,200	132,438		14,307		156,945
10.....	69,284	84,636	3,555	30,724	13,884	202,083
17.....	150,734	84,570	27,115	56,211	12,938	331,568
24.....	204,889	33,127	16,101		9,542	260,659
31.....	127,058	107,395	10,100	433	27,252	272,238
1899.						
January 7.....	112,233	10,831	5,019	39,649	6,504	174,236
14.....	274,753	332,036	754	56,205	4,971	668,719
21.....	143,291	195,724	9,888	33,410	10,714	393,027
28.....	123,085	143,790	139,082	75,510	14,485	495,952
February 4.....	70,623	283,448	135,066		5,795	494,962
11.....	15,585	130,642	28,006			174,233
18.....	37,222	164,556			2,500	204,278
25.....	96,708	235,832	125,988			458,528
March 4.....	2,601	205,254	6,010	42,821	1,000	237,686
11.....	86,766	148,165	5,600			240,531
18.....	94,317	207,110	36,800	18,643	2,248	359,118
25.....	100,450	343,215	7,600	36,013		487,278
April 1.....	23,688	264,557	38,116	4,144	10,204	340,706
8.....	583	368,989	941		16,815	387,328
15.....	55,966	274,629	55,316	36,950	5,000	427,661
22.....	84,415	575,611	149,580	43,575	8,700	861,881
29.....	40,956	232,712	260,909	16,271	5,774	566,622
May 6.....	11,130	26,983	36,644	18,728		93,485
13.....	33,986	180,016	223,173	10,321	39,460	486,956
20.....	91,806	320,294	184,701	12,893		609,694
27.....	21,781	132,986	14,842			169,609
June 3.....	12,779	19,821	68,302		5,820	106,722
10.....	5,847	37,695	74,041	1,285	1,200	120,068
17.....	4,000	141,597	153,624		3,128	302,349
24.....		218,901	141,407			360,308
July 1.....	1,100	133,411			42,567	177,078
8.....	9,960	309,608	136,629		83,083	539,280
15.....	10,998	506,424	119,430	1,389	47,102	685,343
22.....		701,676	58,998		6,354	767,028
29.....	7,619	360,992	88,893		87,371	544,875
August 5.....	2,000	413,756	193,317	30,483	52,401	691,957
12.....	2,000	375,595	229,091	515		607,201
19.....	40,133	160,791	314,201			515,125
26.....	159,449	50,120	122,375			331,944
September 2.....	105,240	82,510	94,731			282,481
9.....	103,042	111,666	30,314			254,022
16.....	41,294	43,077	108,525	1,643		194,539
23.....	5,000	198,651	57,765	1,333		262,749
30.....	25,145	228,985	46,219	500		300,849
October 7.....	24,683	118,124	28,672			171,479
14.....	10,801	48,499	103,630			162,930
21.....	4,000	97,080	97,205			198,285
28.....	8,233	99,100	96,508	9,987		213,828
31.....	6,539	27,534	16,561			50,634
Total.....	2,823,122	10,049,734	4,180,848	699,090	532,405	18,285,189

## EXHIBIT L.

*Showing the Number of Cars Shipped Out of the Public Warehouses of Chicago Each Week During the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5	51	112	84	86		333
12	49	53	59	22		183
19	19	89	63		5	176
26	44	69	24		1	138
December 3	11	123		15		149
10	86	82	3	33	13	217
17	157	91	23	60	12	343
24	261	34	12		8	315
31	145	127	7	1	23	303
1899.						
January 7	130	10	4	33	6	183
14	303	331	1	50	5	690
21	165	164	7	29	12	377
28	133	112	100	66	14	425
February 4	79	245	102		6	432
11	19	114	19			152
18	47	171			2	220
25	113	276	96			485
March 4	4	193	4	48	1	250
11	98	135	4			237
18	111	207	25	20	2	365
25	105	307	7	38		457
April 1	29	255	29	4	9	326
8	1	367	1		15	384
15	64	268	49	33	4	418
22	103	585	118	43	7	856
29	43	259	197	13	5	517
May 6	11	27	29	16		83
13	37	172	181	10	34	434
20	99	345	155	13		612
27	23	145	11			179
June 3	14	26	54		5	99
10	8	39	57	2	1	107
17	4	135	110		3	252
24		225	115			340
July 1	1	150			47	198
8	10	294	113		94	511
15	12	449	93	2	54	610
22		678	38		6	722
29	8	362	59		102	531
August 5	2	427	141	32	77	679
12	2	343	168	1		514
19	42	151	226			419
26	186	50	82			318
September 2	117	86	59			262
9	108	116	25			249
16	42	45	67	2		156
23	5	196	34	2		237
30	27	223	33	1		283
October 7	25	120	22			167
14	11	51	67			129
21	4	98	56			158
28	8	97	61	10		176
31	7	33	8			48
Total	3, 183	9, 861	3, 102	685	573	17, 404

## EXHIBIT M.

*Showing Weekly Shipments by Vessels for the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	252,978	1,140,536		53,936		1,447,450
12.....	177,788	1,151,948	24,570	59,218		1,413,524
19.....	536,218	1,515,627		48,312	34,923	2,135,080
26.....	157,754	1,622,949	106,335	65,000		1,952,038
December 3.....	324,226	2,091,481	28,831	7,660	7,450	2,459,648
10.....	292,176	999,807		30,573	43,292	1,365,848
17.....	187,877					187,877
24.....	107,843	8,000		6,502		122,345
31.....	53,883	93,001				146,884
1899.						
January 7.....						
14.....	41,227			14,681		55,908
21.....	155,272	104,022			33,059	292,353
28.....	55,082	110,392			7,541	173,015
February 4.....	17,000	305,832		13,662		336,494
11.....	11,001	16,000				27,001
18.....	29,607	53,002				82,609
25.....	43,804	80,571				124,378
March 4.....	52,790	34,762		6,014		93,566
11.....	62,440	25,654		5,198		93,292
18.....	68,764	63,000				131,764
25.....	47,852	26,000				73,852
April 1.....	38,536	89,000			30,111	157,647
8.....	23,646	82,000				105,646
15.....	31,871	71,000			10,620	113,491
22.....	18,000	231,684			24,639	274,383
29.....	163,939	176,374	41,300			381,613
May 6.....	324,348	1,371,704	75,000	178,109	13,500	1,962,751
13.....	366,623	1,770,831	25,000	21,333	25,024	2,208,811
20.....	263,669	959,318	30,569	4,926		1,198,482
27.....	99,311	1,186,400	8,767			1,294,478
June 3.....	133,583	1,224,012		1,930	106,200	1,465,725
10.....	140,200	1,211,241	1,702			1,353,143
17.....	67,631	1,750,343	88,819			1,906,793
24.....	358,041	776,723	20,000		47,565	1,202,329
July 1.....	368,752	1,643,438		2,743	95,296	2,110,229
8.....	200,562	418,121	986		13,416	633,085
15.....	119,006	1,174,435	4,501	25,000	84,995	1,407,937
22.....	73,950	944,603		42,906	37,761	1,099,220
29.....	151,532	766,437		46,616		964,585
August 5.....	161,528	425,525	650,022	100,885		1,337,910
12.....	34,550	403,164	186,913			624,627
19.....	14,573	285,447	184,449			484,469
26.....	21,000	306,336		46,635		373,971
September 2.....	63,114	565,656				628,770
9.....	236,277	318,668			16,566	571,511
16.....	303,751	378,323				682,074
23.....	314,252	393,662		13,477	24,652	746,043
30.....	270,232	173,000				443,232
October 7.....	367,702	409,330				777,032
14.....	428,581	557,335				985,916
21.....	447,053	1,069,017				1,516,070
28.....	366,033	749,809		21,503		1,137,345
31.....	161,556	722,195				883,751
Total.....	8,748,984	32,047,808	1,477,764	816,769	656,670	43,747,995

## EXHIBIT N.

*Showing the Amounts of the Different Kinds of Grain, and the Total Amounts Received Into Store, in the Public Warehouses of Chicago Each Week During the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898.						
November 5.....	378,036	378,889	42,181	67,204	7,345	873,655
12.....	351,243	585,127	18,180	71,582	11,435	1,037,567
19.....	382,205	285,457	8,016	71,111	51,350	798,139
26.....	510,007	281,979	7,133	49,315	13,315	891,779
December 3.....	530,049	233,029	27,181	89,134	85,836	965,229
10.....	597,596	259,222	77,653	49,569	60,484	1,044,524
17.....	639,421	339,754	250,292	79,933	51,223	1,363,623
24.....	692,886	701,164	337,942	150,660	82,481	1,965,133
31.....	497,437	665,305	184,886	87,469	44,714	1,479,811
1899.						
January 7.....	204,097	977,168	73,415	55,910	132,819	1,413,409
14.....	277,400	1,264,112	33,614	83,485	66,530	1,725,171
21.....	327,054	825,193	28,973	32,373	55,684	1,269,277
28.....	293,361	580,330	49,216	29,704	17,929	970,540
February 4.....	176,298	957,140	62,597	41,170	18,379	1,255,581
11.....	163,311	1,217,098	127,289	9,096	50,231	1,597,025
18.....	149,606	858,417	55,557	11,156	24,044	1,098,780
25.....	218,647	762,434	58,982	36,873	5,582	1,082,518
March 4.....	219,608	539,770	51,053	12,526	1,508	821,465
11.....	247,253	718,516	12,406	8,818	21,770	1,008,463
18.....	182,439	424,520	1,125	.....	29,644	637,728
25.....	123,430	469,086	.....	2,122	687	595,325
April 1.....	186,408	580,589	.....	1,293	.....	568,230
8.....	141,049	313,607	7,819	3,162	.....	465,637
15.....	254,120	315,069	7,372	4,996	.....	581,557
22.....	259,557	405,516	.....	515	.....	665,588
29.....	210,229	148,911	50,511	6,328	.....	415,979
May 6.....	243,973	216,439	79,060	9,639	.....	549,111
13.....	266,344	214,127	31,052	30,584	.....	542,107
20.....	286,229	183,915	61,398	22,398	.....	553,940
27.....	80,633	301,207	446,265	109,056	.....	937,161
June 3.....	78,923	731,727	289,056	70,616	.....	1,170,322
10.....	249,303	794,075	56,743	5,734	.....	1,105,855
17.....	459,502	1,172,570	25,897	2,095	.....	1,660,064
24.....	487,378	1,589,453	15,224	118	650	2,092,823
July 1.....	392,760	1,586,207	14,384	6,386	60	1,999,797
8.....	230,781	1,104,733	9,386	9,039	.....	1,353,939
15.....	294,336	723,436	7,140	9,884	.....	1,034,796
22.....	245,340	701,256	40,328	18,984	37,761	1,043,669
29.....	201,535	762,429	578,617	19,446	.....	1,562,018
August 5.....	262,459	301,238	894,011	3,963	.....	1,461,671
12.....	112,835	187,013	302,343	15,954	16,566	664,711
19.....	188,293	152,536	190,533	1,086	.....	532,448
26.....	108,426	375,928	302,033	36,295	.....	822,682
September 2.....	182,059	552,307	183,579	13,747	5,690	937,382
9.....	438,357	580,206	211,256	19,815	7,326	1,256,960
16.....	848,236	519,171	137,172	58,439	13,813	1,573,831
23.....	1,079,149	1,617,441	61,287	46,098	.....	2,833,975
30.....	1,559,304	2,943,805	175,907	20,712	.....	1,669,728
October 7.....	948,179	787,733	113,718	84,467	.....	1,934,096
14.....	983,098	519,586	67,534	11,367	.....	1,581,615
21.....	1,058,033	363,105	83,632	32,183	27,710	1,564,663
28.....	1,110,630	228,629	33,266	7,345	1,967	1,381,837
31.....	465,508	72,643	13,897	1,983	2,998	557,029
Total.....	21,104,350	34,200,308	5,997,811	1,719,936	980,531	64,002,966

## EXHIBIT O.

*Showing the Amounts of the Different Kinds of Grain, and the Total Amount Shipped out of the Public Warehouses of Chicago each week during the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898						
November 5	302,409	1,251,375	102,515	135,005		1,791,304
12	221,881	1,212,823	89,856	83,289		1,607,849
19	551,860	1,611,792	78,673	48,312	39,961	2,333,598
26	200,738	1,696,645	130,335	65,000	555	2,093,273
December 3	334,426	2,223,919	28,831	21,967	7,450	2,616,593
10	361,469	1,084,413	3,555	61,297	57,176	1,567,931
17	358,611	84,570	27,115	56,211	12,938	519,445
24	309,732	41,127	16,101	6,502	9,542	383,004
31	180,941	200,396	10,100	433	27,252	419,122
1899						
January 7	112,233	10,831	5,019	39,649	6,504	174,236
14	315,980	332,036	754	70,886	4,971	724,627
21	298,563	299,746	9,888	33,410	13,773	685,380
28	178,167	251,182	139,082	75,510	22,026	668,967
February 4	87,623	589,280	135,096	13,662	5,795	831,456
11	26,586	146,642	28,006			201,234
18	66,829	217,558			2,500	286,887
25	140,512	316,406	125,988			582,906
March 4	55,391	210,016	6,010	48,835	1,000	351,232
11	149,206	173,819	5,600	5,198		333,823
18	163,081	270,110	36,800	18,643	2,248	490,882
25	148,302	369,215	7,600	36,013		561,130
April 1	62,224	353,557	38,116	4,141	10,315	498,353
8	24,229	450,989	941		16,815	492,974
15	87,837	345,629	55,316	36,960	15,620	541,352
22	102,415	807,295	149,580	43,575	33,399	1,136,264
29	204,895	409,086	302,209	16,271	5,774	938,235
May 6	335,478	1,398,777	111,644	196,837	13,500	2,056,236
13	400,609	1,950,847	248,173	31,654	64,484	2,695,767
20	295,475	1,279,612	215,270	17,819		1,808,176
27	121,092	1,319,386	23,609			1,464,087
June 3	116,362	1,243,833	68,302	1,930	112,020	1,572,447
10	146,047	1,248,936	75,743	1,285	1,200	1,473,211
17	71,631	1,891,940	242,443		3,128	2,209,142
24	358,041	995,624	161,407		47,565	1,562,637
July 1	369,852	1,776,849		2,743	137,863	2,287,307
8	210,522	727,729	137,615		96,499	1,172,365
15	130,004	1,680,859	123,931	26,389	132,097	2,093,280
22	73,950	1,646,279	58,998	42,906	44,115	1,866,248
29	159,151	1,127,429	88,893	46,616	87,371	1,509,460
August 5	163,528	839,281	843,339	131,318	52,401	2,029,867
12	36,550	778,759	416,004	515		1,231,828
19	54,706	446,238	498,650			999,594
26	180,449	356,456	122,375	46,635		705,915
September 2	168,354	648,166	94,731			911,251
9	339,319	430,331	39,314		16,566	825,533
16	345,045	421,400	108,525	1,643		876,613
23	319,252	592,313	57,765	14,810	24,652	1,008,792
30	295,377	401,985	46,219	500		744,081
October 7	392,385	527,454	28,672			948,511
14	439,382	605,834	103,630			1,148,846
21	451,053	1,166,097	97,205			1,714,355
28	374,266	848,909	96,508	31,490		1,351,173
31	168,095	749,729	16,561			934,385
Total	11,572,106	42,097,542	5,658,612	1,515,849	1,189,075	62,033,184

## EXHIBIT P.

*Showing the Amounts of the Different Kinds of Grain, and the Total Amounts in Store in the Public Warehouses in Chicago at the Close of each week during the Year Ending October 31, 1899.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1898						
November 5.....	1,910,549	10,514,093	893,054	128,974	255,252	13,701,922
12.....	2,039,911	9,886,397	821,378	117,267	266,687	13,131,640
19.....	1,870,256	8,557,062	750,721	140,066	278,076	11,596,181
26.....	2,179,525	7,112,396	627,519	124,411	320,836	10,394,687
December 3.....	2,375,148	5,151,506	625,869	191,578	399,222	8,743,323
10.....	2,611,284	4,326,285	699,967	179,850	402,530	8,219,916
17.....	2,912,094	4,581,469	923,144	203,572	413,815	9,064,094
24.....	3,295,248	5,241,506	1,244,985	347,730	516,754	10,646,223
31.....	3,611,744	5,706,415	1,419,771	434,766	534,216	11,706,912
1899						
January 7.....	3,703,608	6,672,752	1,488,167	451,027	660,531	12,976,085
14.....	3,665,028	7,604,828	1,521,057	463,626	722,090	13,976,629
21.....	3,683,519	8,130,275	1,540,142	462,589	734,001	14,560,526
28.....	3,808,713	8,456,423	1,450,276	416,783	729,904	14,862,099
February 4.....	3,897,388	8,824,282	1,377,777	444,291	742,488	15,286,227
11.....	4,034,113	9,824,739	1,477,060	453,387	792,719	16,682,018
18.....	4,116,890	10,565,598	1,532,617	464,513	814,263	17,493,911
25.....	4,195,025	11,011,626	1,465,611	504,416	819,845	17,993,523
March 4.....	4,359,242	11,311,380	1,510,651	465,107	820,333	18,466,736
11.....	4,457,289	11,856,076	1,517,160	468,727	842,123	19,141,375
18.....	4,476,647	12,010,486	1,481,485	450,081	869,519	19,288,221
25.....	4,451,775	12,110,357	1,473,885	416,193	870,206	19,322,416
April 1.....	4,575,959	12,137,389	1,435,769	413,285	829,891	19,392,416
8.....	4,692,779	12,000,007	1,442,647	416,447	813,076	19,364,956
15.....	4,859,062	11,969,447	1,394,703	384,493	797,456	19,405,161
22.....	5,016,204	11,567,668	1,245,123	341,433	764,057	18,934,485
29.....	5,021,538	11,307,493	993,425	331,490	758,289	18,412,229
May 6.....	4,930,033	10,125,155	960,841	144,292	714,783	16,905,104
13.....	4,795,768	8,588,435	743,720	143,222	680,299	14,751,444
20.....	4,786,522	7,292,738	589,848	117,801	680,299	13,497,208
27.....	4,746,063	6,274,559	1,012,504	256,857	680,299	12,970,282
June 3.....	4,678,024	5,762,453	1,233,258	325,543	568,279	12,568,157
10.....	4,781,880	5,307,533	1,214,258	329,992	567,079	12,200,802
17.....	5,169,751	4,588,223	997,712	332,087	563,951	11,651,724
24.....	5,299,088	5,182,052	851,529	332,205	517,036	12,181,910
July 1.....	5,321,996	4,991,410	865,913	335,848	379,233	11,894,400
8.....	5,312,255	5,368,414	737,684	344,887	282,734	12,075,974
15.....	5,506,587	4,410,991	620,893	328,382	150,637	11,017,490
22.....	5,677,977	3,465,968	602,223	304,460	144,283	10,194,911
29.....	5,720,361	3,100,959	1,091,947	277,290	56,912	10,247,469
August 5.....	5,819,292	2,562,916	1,142,619	149,935	4,511	9,679,273
12.....	5,825,577	1,971,170	1,028,958	165,374	21,077	9,112,156
19.....	6,059,164	1,677,468	720,841	166,469	21,077	8,645,010
26.....	5,987,141	1,696,940	900,439	156,120	21,077	8,761,777
September 2.....	6,000,846	1,601,081	969,347	169,867	26,767	8,787,908
9.....	6,099,884	1,750,953	1,161,289	189,682	17,527	9,219,335
16.....	6,603,075	1,848,724	1,180,936	243,478	31,340	9,916,553
23.....	7,362,972	2,903,852	1,193,458	274,766	6,688	11,741,736
30.....	8,626,899	5,415,672	1,323,146	291,978	6,688	15,667,383
October 7.....	9,182,693	5,675,951	1,408,192	379,444	6,688	16,652,968
14.....	9,726,409	5,589,703	1,372,096	390,841	6,688	17,085,737
21.....	10,333,389	4,786,711	1,358,523	423,024	34,308	16,936,045
28.....	11,069,753	4,166,431	1,295,281	398,879	36,365	16,966,709
31.....	11,367,166	3,489,345	1,292,617	400,862	39,363	16,589,353

## EXHIBIT Q.

*Showing the Number of Cars and Canal Boats from which Grain was Received into the several Public Warehouses of Chicago during the Year ending October 31, 1899, and the Number of said Cars, Warehouse Receipts for the Contents of which have not been Registered; also Number of Cars not Promptly Registered and therefore figured out.*

Warehouses.	Operated by—	Number received.		Number of cars not promptly registered, but figured out.....	Number of cars not registered.....
		Cars .....	Vessels and canal boats.....		
Armour A, B and B Annex.....	Armour & Co.....	11,172	334	171	3
Armour F.....	.....	2,831	.....	85	.....
Alton B.....	Geo. A. Seaverns & Co.....	7,027	209	15	.....
Central B and Annex.....	Central Elevator Co.....	5,223	.....	527	4
Indiana.....	Chicago Elevator Co.....	4,719	3	1,093	208
Wabash.....	.....	810	.....	136	1
Rock Island A.....	Chas. Counselman & Co.....	3,020	.....	26	.....
Rock Island B.....	.....	718	.....	15	.....
South Chicago C and Annex.....	South Chicago Elevator Co.....	11,119	.....	1,251	32
City.....	Chicago R'y Terminal Elevator Co.	2,723	78	385	4
Iowa.....	" "	4,662	73	482	2
Union.....	" "	1,348	154	211	.....
St. Paul and Fulton Annex.....	" "	1,421	5	125	1
Nebraska City.....	Nebraska City Packing Co.....	1,988	111	451	.....
National.....	National Elevator and Dock Co.....	461	136	85	3
St. Louis.....	Keith & Co.....	1,101	105	366	69
Total.....	.....	60,343	1,298	5,424	327

## EXHIBIT R.

*Showing the Number and Disposition of Appeals from the Decisions of the Grain Inspection Department to the Committee on Appeals during the Year ending October 31, 1899.*

Date.	Inspection sustained.				Inspection changed.			
	Wheat.	Corn.	Oats.	Total.	Wheat.	Corn.	Oats.	Total.
November, 1898.....	.....	.....	.....	.....	.....	.....	.....	.....
December, 1898.....	2	10	.....	12	.....	1	.....	1
January, 1899.....	.....	4	.....	4	.....	3	.....	3
February.....	.....	10	.....	10	.....	4	.....	4
March.....	4	.....	1	5	1	.....	1	2
April.....	.....	.....	1	1	.....	1	.....	.....
May.....	.....	1	1	2	.....	1	2	3
June.....	6	11	.....	17	2	8	.....	10
July.....	.....	2	.....	2	.....	11	.....	11
August.....	10	.....	.....	10	.....	.....	1	1
September, 1899.....	2	4	1	7	.....	5	.....	5
October.....	.....	2	.....	2	.....	.....	.....	.....
Total.....	24	44	4	72	3	33	4	40

## EXHIBIT S.

*Showing the Unloading Capacity per day and the Storage Capacity of the Public Warehouses of Chicago at date of this report.*

Warehouses.	No. cars un- load in ten hours .....	Operated by—	Marine leg capacity in ten hours..	Location.	Storage capacity .....
Armour A, B and B Annex .....	400	Armour & Co .....	70,000	C., M. & St. P. Ry'y & N. Br	4,000,000
Armour F. ....	100	" .....	"	C., B. & Q Ry'y & Chl. Riv.	1,000,000
Alton and B. ....	125	Geo. A. Seaverns & Co .....	30,000	C. & A. Ry'y & Chl. River.	1,800,000
Central B and Annex	120	Central Elevator Co. ....	80,000	I. C. Ry and River .....	1,600,000
Indiana. ....	120	Chicago Elevator Co. ....	35,000	C. & E. I. & Wab. Ry'y & Riv	1,500,000
Wabash. ....	120	" .....	"	Wabash Ry'y & S. Branch	1,500,000
Rock Island A. ....	120	C. Counselman & Co .....	"	C., R. I. & P. Ry'y & River	1,000,000
South Chicago C and Annex .....	200	So. Chi. Elevator Co. ....	60,000	C., R. I. & P. Ry'y & Cal Riv	3,000,000
City. ....	60	Chi. Ry'y Ter. El. Co. ....	55,000	C. & N. W. and River....	1,000,000
Iowa. ....	100	" .....	50,000	" .....	1,500,000
Union. ....	60	" .....	50,000	C. & A. Ry'y and River....	2,000,000
Nebraska City. ....	50	Neb. City Packing Co .....	70,000	" .....	2,500,000
National. ....	100	Nat'l El. and Dock Co .....	30,000	" .....	1,000,000
St. Louis .....	110	Keith & Co. ....	30,000	" .....	2,000,000
Total .....	1,785	Total .....	560,000	Total .....	25,400,000

## EXHIBIT T.

*A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Warehouses of Chicago from 1889 to 1899, both inclusive, and the Number of Cars, Canal Boats and Vessels from which such Grain was Received; also, the Number of Bushels Shipped from the Public Warehouses during said time.*

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Bushels received.....	98,635,862	86,015,478	93,626,674	103,868,202	94,676,987	73,839,305	61,230,996	100,116,207	107,958,637	86,475,629	64,002,966
Bushels shipped.....	101,706,230	85,835,930	94,027,521	99,817,131	91,547,190	65,553,508	69,337,637	92,572,153	108,354,822	94,253,558	62,033,184
Number of cars.....	118,534	125,502	140,941	154,083	121,728	91,329	74,500	120,449	123,126	92,894	60,343
Number of canal boats.....	465	439	331	796	874	1,162	853	1,122	1,737	1,309	1,295
Number of vessels.....	.....	6	.....	.....	86	44	27	155	6	51	3

## EXHIBIT U.

*A Statement Comparing the Number of Cars Annually Inspected on Track from 1889 to 1899, both inclusive with the Number Received in Store during the same years.*

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Inspected on track.....	249,883	272,956	277,216	320,572	271,041	217,207	204,616	306,445	310,959	326,877	314,186
Received into store.....	148,534	125,502	146,941	154,085	121,728	91,339	74,500	120,449	123,146	92,894	60,343
Inspected but not stored.....	101,349	147,454	136,275	166,487	149,313	135,868	130,116	185,936	187,813	233,983	253,843

## EXHIBIT V.

*Showing the Amount of the Different Grades of Grain in Public Warehouses of Chicago at the Close of Business October 31, 1899.*

Kind and Grade.	Bushels.	Total Bushels.
No. 3 White Winter Wheat.....	1,871	
No. 2 Hard .....	14,086	
No. 3 " .....	1,302,280	
No. 4 " .....	654,449	
No. 2 Red .....	325,965	
No. 3 " .....	65,005	
No. 4 " .....	10,153	
No Grade .....	5,543	
No. 1 Northern Spring Wheat .....	7,697,886	
No. 2 .....	170,001	
No. 2 Spring Wheat .....	24,835	
No. 3 .....	890,288	
No. 4 .....	201,727	
No Grade Spring Wheat.....	1,477	
No. 3 Mixed.....	1,600	
Total Wheat.....		11,367,166
No. 2 Yellow Corn .....	587,999	
No. 3 .....	64,228	
No. 2 White Corn .....	184,652	
No. 3 .....	127,563	
No. 2 Corn.....	2,150,852	
No. 3 .....	300,888	
No. 4 .....	71,123	
No Grade Corn.....	2,040	
Total Corn.....		3,489,345
No. 2 White Oats.....	293,516	
No. 3 .....	384,633	
No. 2 Oats .....	549,671	
No. 3 .....	50,217	
No. 4 .....	14,580	
Total Oats .....		1,292,617
No. 2 Rye.....	377,020	
No. 3 .....	22,093	
No. 4 .....	1,090	
No Grade Rye.....	659	
Total Rye.....		400,862
No. 3 Barley.....	29,640	
No. 4 .....	9,723	
Total Barley.....		39,363
Total.....	16,589,353	16,589,353

## EXHIBIT W.

Showing the Number of Cars of the Different Kinds of Grain, and the Total Number of Cars and Canal Boats and Vessels Received into Store from 1872 to 1899, both inclusive.

Year.	Cars of Wheat.	Cars of Corn.	Cars of Oats.	Cars of Rye.	Cars of Barley.	Total Cars.	Total Canal Boats and Vessels.
1872	Not reported.	Not reported.	Not reported.	Not reported.	Not reported.	154,255	1,036
1873	..	..	..	..	..	155,116	1,053
1874	..	..	..	..	..	153,540	1,099
1875	..	..	..	..	..	124,527	1,612
1876	..	..	..	..	..	122,913	1,251
1877	..	..	..	..	..	134,103	928
1878	..	..	..	..	..	172,667	1,061
1879	..	..	..	..	..	108,211	1,166
1880	..	..	..	..	..	217,028	1,022
1881	35,750	116,866	9,667	1,716	1,331	165,330	980
1882	34,026	61,759	6,171	2,035	1,449	105,440	598
1883	30,174	98,619	6,804	7,471	878	143,946	474
1884	32,726	57,286	6,797	5,264	1,660	103,233	358
1885	31,365	54,130	2,958	1,475	477	90,405	467
1886	18,630	76,704	5,483	869	2,251	103,357	507
1887	33,806	63,153	9,825	517	1,101	105,402	522
1888	16,947	83,669	15,465	2,062	1,570	119,014	329
1889	19,233	101,378	19,688	2,622	2,613	148,534	465
1890	16,870	80,528	13,821	2,432	2,851	125,562	445
1891	50,768	65,227	13,268	9,297	2,383	140,941	331
1892	58,486	74,739	14,828	3,691	2,341	154,065	796
1893	40,672	71,509	7,069	657	1,830	121,728	960
1894	33,435	50,289	6,468	298	819	91,339	1,206
1895	13,171	55,116	5,144	405	664	74,500	880
1896	28,939	81,529	6,486	1,966	1,529	120,449	1,277
1897	28,305	87,130	10,574	3,549	1,588	123,146	1,743
1898	24,735	56,730	6,386	3,871	1,169	92,894	1,360
1899	17,080	35,778	4,467	1,886	1,152	60,343	1,258

## EXHIBIT X.

*Showing the Amounts of the Different Kinds of Grain and the Total Amount Received Into Store Each Year from 1872 to 1899, both inclusive.*

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1872.....	10,981,969	41,008,920	10,169,307	637,695	3,367,100	66,164,991
1873.....	19,128,328	35,420,259	9,268,435	1,002,727	3,266,038	68,085,787
1874.....	23,565,923	32,639,894	6,616,467	503,301	1,925,603	65,251,188
1875.....	19,082,530	25,134,906	5,822,828	483,794	1,289,561	51,813,619
1876.....	14,832,264	32,379,123	5,331,330	1,146,557	2,377,136	56,066,410
1877.....	12,163,647	38,563,376	5,262,210	1,807,441	2,779,933	60,576,607
1878.....	20,237,985	49,027,526	7,061,128	2,103,438	3,368,053	81,798,130
1879.....	28,344,970	45,163,552	3,819,971	1,731,145	1,594,540	80,654,178
1880.....	20,219,604	81,113,085	4,092,291	1,108,659	816,076	107,349,715
1881.....	16,394,408	61,443,229	8,770,925	818,528	969,545	88,396,635
1882.....	16,463,495	33,453,624	5,588,585	1,007,734	1,173,500	57,687,008
1883.....	14,771,885	52,956,452	6,484,500	3,831,421	680,493	78,724,751
1884.....	16,386,832	30,862,272	6,897,149	2,688,498	715,913	57,550,971
1885.....	15,813,012	30,935,086	3,367,671	765,191	294,551	51,175,511
1886.....	9,986,022	44,003,620	6,144,488	462,432	1,425,960	62,022,522
1887.....	18,662,907	38,216,481	10,611,018	321,493	731,924	68,543,823
1888.....	10,074,314	50,174,836	16,225,964	1,140,418	980,070	78,595,602
1889.....	11,686,460	62,394,069	21,079,204	1,780,076	1,696,053	98,635,862
1890.....	10,607,427	57,097,669	14,764,083	1,535,293	2,011,006	86,015,478
1891.....	31,286,057	40,827,136	14,141,164	5,635,241	1,737,056	93,626,654
1892.....	37,817,945	50,844,355	11,037,056	2,331,880	1,836,966	103,868,202
1893.....	33,720,884	50,361,403	8,775,909	443,488	1,375,303	94,676,987
1894.....	29,638,180	35,047,156	8,241,756	183,776	728,437	73,839,305
1895.....	13,877,042	40,056,490	6,441,080	266,313	590,070	61,240,995
1896.....	28,654,025	59,622,603	9,006,016	1,434,317	1,399,246	100,116,207
1897.....	19,263,789	71,627,881	13,091,836	2,757,505	1,217,626	107,958,637
1898.....	26,983,864	47,674,692	7,638,312	3,215,858	962,933	86,475,629
1899.....	21,104,350	34,200,368	5,997,841	1,719,936	980,531	64,002,966

## EXHIBIT Y.

*Showing the Amounts of the Different Kinds of Grain and the Total Amount Shipped Out of the Public Warehouses of Chicago from 1874 to 1899, both inclusive.*

Year.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
1874.....	22,691,909	34,195,960	6,549,235	547,260	2,103,075	66,087,439
1875.....	19,156,496	24,717,926	5,567,535	393,205	1,250,739	51,085,901
1876.....	13,705,627	31,723,565	5,354,338	1,056,323	1,712,042	53,551,895
1877.....	13,748,352	39,909,127	5,664,657	1,945,541	3,239,758	64,507,435
1878.....	17,961,096	48,658,757	6,855,099	1,923,140	2,581,441	77,979,533
1879.....	26,526,854	43,809,076	3,488,043	1,717,286	2,207,917	77,749,176
1880.....	21,649,657	77,322,378	3,551,765	978,455	1,294,002	104,796,257
1881.....	15,667,774	58,946,072	9,741,451	719,213	836,336	85,910,846
1882.....	17,021,224	39,179,768	5,721,928	1,116,842	1,292,101	64,331,863
1883.....	10,714,063	52,259,337	6,467,396	3,163,214	703,280	73,307,290
1884.....	17,868,121	30,774,999	6,672,432	3,397,408	719,904	59,432,864
1885.....	9,446,510	32,166,074	3,652,384	649,252	264,373	46,178,593
1886.....	13,550,610	41,353,588	5,381,613	585,977	875,290	61,747,078
1887.....	24,077,811	40,004,776	10,227,601	404,006	1,040,617	75,754,811
1888.....	9,917,697	47,380,069	14,771,417	519,316	1,120,448	73,708,947
1889.....	13,499,790	63,907,293	20,958,456	1,973,543	1,367,148	101,706,230
1890.....	8,219,689	57,393,561	16,871,068	1,689,584	1,722,028	85,895,930
1891.....	31,004,266	41,203,403	14,148,626	5,558,622	2,112,604	94,027,521
1892.....	35,469,665	45,004,534	15,227,956	2,238,139	1,876,837	99,817,131
1893.....	24,374,461	54,739,034	10,458,759	658,995	1,315,941	91,547,190
1894.....	23,209,238	36,629,923	7,549,447	241,115	923,785	68,553,508
1895.....	21,080,845	39,923,572	7,550,532	220,932	561,816	69,337,697
1896.....	30,754,586	53,375,144	6,474,793	916,921	1,050,769	92,572,153
1897.....	31,966,188	58,585,380	13,872,535	2,683,652	1,247,067	108,354,822
1898.....	28,533,044	56,909,040	8,858,495	3,815,471	1,117,808	99,233,858
1899.....	11,572,106	42,097,542	5,658,612	1,515,849	1,189,075	62,033,184

## EAST ST. LOUIS INSPECTION DEPARTMENT.

EAST ST. LOUIS, ILL., November 30, 1899.

*Hon. C. J. Lindly, Chairman of the Railroad and Warehouse Commission, Springfield, Ill.*

DEAR SIR:—I have the honor to submit to you my report for the twelve (12) months ending November 30, 1899.

This department has had, we think, a very good year, more especially in the sack inspection by river than by rail. We look forward to another prosperous year in 1900. All elevators on our side of the river are in good shape, and inform us that they are looking for an increased trade the coming year.

The following table of exhibits marked from Exhibit A-1 to Exhibit D-1 is a full and correct statement of the business done by this department for the year ending November 30, 1899.

Exhibit A-1 shows inspection on arrival of winter wheat.

Exhibit A-2 shows inspection on arrival of spring and mixed wheat.

Exhibit A-3 shows inspection on arrival of corn.

Exhibit A-4 shows inspection on arrival of oats.

Exhibit A-5 shows inspection on arrival of rye and barley.

Exhibit A-6 shows inspection on arrival of wheat and corn by river.

Exhibit A-7 shows grand total by months.

Exhibit D-1 shows inspection from regular houses.

This department charges 50 cents a car, 50 cents per thousand,  $\frac{1}{2}$  cent per sack, 15 cents per wagon, in or out of all regular houses, for inspection of all grain.

I am, very truly yours,

G. E. COMPTON,  
*Chief Inspector.*

By JOHN D. EDMISTON, *Registrar.*

## EXHIBIT A—1.

*Inspection Winter Wheat—By Months.*

Months.	Red Winter Wheat.				Hard Winter Wheat.			
	2	3	4	N. G.	2	3	4	N. G.
December, 1898.....	189	89	99	20	35	21	5	1
January, 1899.....	15	119	67	11	11	19	4	.....
February, ".....	14	109	42	4	3	64	5	.....
March, ".....	68	140	56	9	11	8	4	.....
April, ".....	11	102	37	10	6	8	3	.....
May, ".....	91	124	65	7	9	4	4	.....
June, ".....	64	157	103	17	14	19	7	2
July, ".....	239	380	214	35	2	4	.....	.....
August, ".....	133	287	284	85	38	15	7	.....
September, ".....	122	123	157	63	10	10	9	.....
October, ".....	91	69	115	19	5	10	11	1
November, ".....	15	54	29	12	.....	8	12	.....
Total .....	1,052	1,753	1,268	292	144	190	71	3

## EXHIBIT A—2.

*Inspection on Arrival—By Months—Spring and Mixed<sup>1</sup> Wheat.*

Months.	White Spring Wheat.				Spring Wheat.				Mixed Wheat.			
	2	3	4	N. G.	2	3	4	N. G.	2	3	4	N. G.
December, 1898.....	1	11	2	.....	3	3	3	.....	.....	.....	.....	.....
January, 1899.....	2	6	2	.....	2	11	2	.....	.....	1	.....	.....
February, ".....	1	15	.....	.....	4	9	3	.....	.....	2	.....	.....
March, ".....	5	.....	7	.....	5	14	4	.....	.....	1	.....	.....
April, ".....	.....	1	7	.....	.....	1	3	.....	.....	.....	.....	.....
May, ".....	.....	6	1	.....	1	2	1	2	.....	.....	.....	.....
June, ".....	1	5	8	.....	.....	2	2	.....	1	.....	.....	.....
July, ".....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
August, ".....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....
September, ".....	.....	.....	.....	.....	.....	3	8	.....	.....	1	.....	.....
October, ".....	.....	.....	.....	.....	.....	1	30	.....	.....	.....	.....	.....
November, ".....	.....	.....	.....	.....	.....	.....	6	.....	1	2	.....	.....
Total .....	10	45	27	.....	15	46	65	2	4	7	.....	.....

## EXHIBIT A—3.

*Inspection on Arrival—By Months—Corn.*

Months.	Yellow Corn.			White Corn.			Corn.			
	2	3	4	2	3	4	2	3	1	N. G.
December, 1898.....	9	2	...	17	24	.....	142	64	70	3
January, 1899.....	26	8	.....	22	15	.....	518	155	61	3
February, ..	8	2	.....	48	25	.....	276	122	57	3
March, ..	8	4	.....	8	7	.....	257	71	23	5
April, ..	8	5	.....	4	22	.....	93	29	13	.....
May, ..	29	9	.....	37	44	.....	126	67	16	12
June, ..	52	27	.....	22	22	.....	100	51	46	26
July, ..	6	20	.....	16	34	.....	135	61	34	15
August, ..	31	4	.....	54	18	.....	172	85	38	16
September, ..	23	9	.....	88	93	.....	245	341	32	20
October, ..	34	24	.....	62	44	3	280	249	26	.....
November, ..	4	7	.....	12	52	6	161	88	56	1
Total.....	238	121	.....	390	460	9	2,505	1,383	472	104

## EXHIBIT A—4.

*Inspection on Arrival—By Months—Oats.*

Months.	White Oats.				Oats.				White Clipped Oats.			
	2	3	4	N. G.	2	3	4	N. G.	2	3	4	N. G.
December, 1898.....	13	46	23	.....	62	23	13	2	.....	.....	.....	.....
January, 1899.....	6	45	16	.....	67	19	21	2	.....	.....	.....	.....
February, ..	19	28	11	.....	57	15	14	.....	.....	.....	.....	.....
March, ..	7	49	38	.....	45	17	21	1	.....	.....	.....	.....
April, ..	6	49	44	.....	32	22	34	2	.....	.....	.....	.....
May, ..	7	39	47	.....	95	27	46	5	.....	.....	.....	.....
June, ..	2	25	40	.....	38	24	18	.....	.....	.....	.....	.....
July, ..	11	60	30	.....	87	47	21	2	.....	.....	.....	.....
August, ..	14	105	65	.....	74	28	12	5	.....	.....	.....	.....
September, ..	25	72	78	.....	117	50	22	1	.....	.....	.....	.....
October, ..	14	73	128	.....	79	15	10	2	.....	.....	.....	.....
November, ..	7	26	21	.....	61	9	7	1	.....	.....	.....	.....
Total.....	131	617	541	.....	814	296	239	23	.....	.....	.....	.....

## EXHIBIT A—5.

*Inspection on Arrival—By Months—Rye and Barley.*

Months.	Rye.				Months.	Barley.				
	2	3	4	N. G.		2	3	4	5	N. G.
December, 1898....	16	5	3	.....	December, 1898....	.....	.....	.....	1	.....
January, 1899....	13	3	.....	.....	January, 1899....	.....	.....	.....	.....	.....
February, ".....	8	1	2	.....	February, ".....	.....	.....	.....	.....	.....
March, ".....	14	7	2	.....	March, ".....	.....	.....	1	.....	2
April, ".....	11	2	1	.....	April, ".....	.....	.....	.....	1	1
May, ".....	2	1	.....	.....	May, ".....	.....	.....	1	.....	.....
June, ".....	.....	.....	.....	.....	June, ".....	3	.....	.....	.....	1
July, ".....	1	6	2	.....	July, ".....	.....	.....	.....	.....	.....
August, ".....	3	5	.....	.....	August, ".....	.....	.....	.....	.....	1
September, ".....	6	1	1	.....	September, ".....	.....	.....	.....	.....	.....
October, ".....	15	7	3	.....	October, ".....	.....	.....	.....	.....	.....
November, ".....	6	3	3	.....	November, ".....	.....	.....	1	.....	.....
Total.....	95	41	17	4	Total.....	3	.....	3	2	5

EXHIBIT A—6,  
*Inspection on Arrival—By Months River.*

Months.	Red winter wheat.				2 hard	3 hard	Yellow corn.		White corn.		Corn.				Rye—Sacks.			
	2.	3.	4.	N. G.			2.	3.	2.	3.	2.	3.	4.	N. G.	2.	3.	4.	
December, 1898.....	526	3,511	1,469	98	.....	.....	136	.....	291	277	195	125	.....	.....	.....	.....	.....	
January, 1899.....	.....	.....	.....	349	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
February, ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
March, ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
April, ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
May, ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
June, ".....	2,865	1,465	602	123	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
July, ".....	96,743	64,438	25,583	2,685	147	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
August, ".....	32,752	35,262	16,399	2,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
September, 1899.....	13,418	15,351	8,736	953	137	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
October, ".....	7,165	7,265	1,448	236	.....	.....	.....	225	.....	315	1,432	.....	.....	.....	.....	.....	.....	
November, ".....	1,650	31	273	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Total .....	154,519	127,263	54,501	6,969	147	137	386	225	636	1,729	195	125	.....	.....	.....	28	.....	



## EXHIBIT D-1

*Inspection from Regular Elevators—By Months.*

Months.	Wheat.		Corn.		Oats.		Rye.		Barley
	Cars...	Bushels	Cars ...	Bushels	Cars ...	Bushels	Cars ...	Bushels	Cars ...
December, 1898.....	238	.....	3	.....	42	.....	1	.....	.....
January, 1899.....	87	.....	53	.....	23	.....	.....	.....	.....
February, .....	76	.....	.....	.....	11	.....	6	.....	1
March, .....	304	.....	31	320,900	39	13,217	3	.....	.....
April, .....	299	.....	413	594	13	15,240	5	.....	.....
May, .....	120	.....	4	.....	39	12,620	3	.....	.....
June, .....	57	.....	1	1,069	59	47,253	.....	.....	.....
July, .....	391	.....	8	.....	17	.....	.....	.....	1
August, .....	76	.....	2	40,313	7	39,500	.....	.....	.....
September, .....	163	.....	69	22,810	22	64,979	2	.....	.....
October, .....	150	.....	10	.....	9	31,813	1	.....	.....
November, .....	128	.....	1	.....	3	.....	1	.....	.....
Total.....	2,092	.....	595	355,686	284	224,613	22	.....	2

## LAWS RELATING SPECIALLY TO RAILROADS.

## CHAPTER 114 OF THE REVISED STATUTES, 1899.

## RAILROADS AND WAREHOUSES.

## INCORPORATION OF RAILROAD COMPANIES.

## SECTION.

1. Corporators.
2. Articles of incorporation—record of same.
3. Form of articles.
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5. Limit of charter—renewal.
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7. Office in this State.
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9. Called meetings.
10. Annual or other statements—rate of interest—loans—removal of officers—access to books.
11. When directors not elected on the day, etc.
12. Officers—their duties.
13. Payment of subscriptions to capital stock.
14. Stock personalty—transfer of—use of funds.
15. Increase of capital stock—meetings—other business—record.
16. Liability of executor, etc.
17. Liability of stockholder.
18. Condemnation of property.
19. Acquiring material.
20. Laying out, constructing and using road—fix rates—borrow money.
21. What personal property.
22. Issue of stock and bonds limited.
23. Consolidation.
24. Annual report.
25. Power of legislature.
26. Cumulative voting.
27. Rates when aid induced.
28. Limitation.
29. Repeal—saving—benefits of this act, etc.
30. Shall have public office—book with transfer of stock registered.

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31. Fine for failure to comply.
32. Fines recovered in action of debt.
33. Duty of commissioners.
34. Fines to be used for county purposes.
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36. How concurrence of stockholders expressed.
37. Notice of meeting.
38. Resolution, etc., recorded.
39. What railroads may consolidate and how.
40. Consolidation—when to take effect.
41. List of stockholders—rights saved.
42. Agreement for consolidation.
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44. Operative contracts—property.
45. Connections.
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49. Power to own and use water craft.
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## CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

52. Contract to be in writing.
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55. Defines director's residence.

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56. Who may form corporation.
57. Articles of association.
58. Certificate of incorporation.

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- 59. Corporate powers defined.
- 60. Election of directors—term of office.
- 61. No discrimination against or in favor of roads.

## FENCING AND OPERATING.

- 62. Fencing track.
- 63. Right of way clear of combustibles.
- 64. Allowing, etc., animals on right of way—breaking fence, etc.
- 65. When company neglects to build or repair fences.
- 66. Adjoining owner may build and recover.
- 67. Boards at crossings.
- 68. Bell and whistle—crossings.
- 69. Killing stock—frightening team.
- 70. Starting train without signal.
- 71. Approaches at crossings.
- 72. Neglect to make, etc., crossings—notice.
- 73. When company neglects—authorities to construct.
- 74. Company to pay expense and \$100.
- 75. Draw-bridge, railroad crossing, etc.—stop.
- 76. Penalty.
- 76a. Two or more railroads crossing each other on same level—requirements.
- 76b. Civil engineer to examine system, etc.—compensation.
- 77. Not to obstruct highway—stoning, etc., train.
- 78. Penalty.
- 79. Minors to keep off cars.
- 80. Railroad agent, etc., to make complaint.
- 81. Penalty.
- 82. Three preceding sections posted.
- 83. No freight, etc., cars behind passenger.
- 84. Must furnish cars, etc., and transport passengers and freight.
- 85. Depots to be kept open—penalty.
- 86. Texas cattle.
- 87. Speed through cities, etc.—damages.
- 88. Time of stop at stations.
- 89. Brakeman, etc., on passenger cars.
- 90. Brakeman on freight cars.
- 91. Damages—penalty.
- 92. Checks or receipts for baggage.
- 93. Baggage smashing.
- 94. Putting off passenger.
- 95. Badge.
- 96. Common law liability not to be limited.
- 97. To furnish ax, saw, sledge, etc., for each car.
- 98. Couplings.
- 99. Flagmen—shelter.
- 100. Penalties.
- 101. "Corporation" defined.
- 102. Not to apply to street railroads.
- 103. Fires by locomotives.
- 104. Act takes effect.
- 105. Conductors to have police powers.
- 106. Ejection of passengers from train.
- 107. When passenger may be arrested.
- 108. Engineer not to abandon engine.

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- 109. Persons obstructing business of railway punished by fine.
- 110. Conspiracy to impede business punished by fine.
- 111. Construction of act.
- 112. Railroad, steamboat, etc., owner to furnish certificate of authority to ticket agents.
- 113. Other persons not to sell tickets.
- 114. Penalty for violating.
- 115. Agent to exhibit certificate of authority.
- 116. Railroad, etc., owner to provide for redemption of tickets.
- 117. Penalty for failure to redeem tickets.

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- 118. Receive and carry grain without distinction—weighing in—receipt—weighing out—shrinkage—damages—evidence—shortage.
- 119. Scales—weighing—penalties.
- 120. Delivery—penalty.
- 121. Right to change consignment.
- 122. Receiving on track—rights of owners saved.
- 123. Receipt and delivery at crossings.

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- 124. Extortion.
- 125. Unjust discrimination.
- 126. Evidence.
- 127. Penalties.
- 128. Proceedings to recover fine.
- 129. Damages.
- 130. Duties of railroad and warehouse commissioners.
- 131. Schedules.
- 132. Evidence—fines—practice.
- 133. "Railroad corporation" defined.

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- 134. Classified.
- 135. "Classes defined."
- 136. License.
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- 138. Penalty for doing business without license.
- 139. Not to discriminate—not to mix grade—receipts.
- 140. Manner of issuing receipts.
- 141. Canceling receipts.
- 142. Further of issuing and canceling receipts.
- 143. Not to limit liability.
- 144. Delivery of property.
- 145. Posting grain in store—statement to registrar—daily publication—canceled receipts.
- 146. Chief inspector—his duties—assistant—chief's oath and bond—assistant's oath and bond—rules of inspection—charges—pay of inspectors and employees—appointment of registrar and his assistants—general supervision—pay, etc.—removal from office—expenses, how paid.

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147. Rates of storage.
148. Loss by fire, heating—order of delivery—grain out of condition.
149. Tampering with grain stored—private bins—drying, cleaning, moving.
150. Examination of grain and scales—in-correct scales.
151. Grain must be inspected.
152. Assuming to act as inspector—mis-conduct of inspector—influencing.
153. Owner dissatisfied with inspection—his rights.
154. Combination.
155. Suits.
156. Warehouse receipts negotiable.
157. False receipts—fraudulent removal of grain.
158. Common law remedy saved.
159. Printed copy of act posted.
160. Repeal.
161. Commissioners to establish grades.
162. Committee of appeals.
163. Appeals—notice.
164. Fees.
165. Registered for collection—inspection fees.
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167. Appointment—term of office.
168. Qualifications.
169. Oath—bond.
170. Compensation—secretary—office—ex-penses.
171. Right to pass on trains, etc.
172. Report of railroads.
173. Additional inquiries.
174. Applies to officers of road.
175. Statement by warehousemen.
176. Report of commissioners—examina-tions.
177. Examinations of railroads and ware-houses—suits.
- 177a. When board to investigate cause of accident on railroad—bridge, etc., out of repair—mandamus—pro-ceedings by attorney general.
178. Cancellation of warehouse licenses.
179. Power to examine books, etc.
180. May examine witnesses, etc.
181. Penalty against witnesses.
182. Penalty against railroad companies, etc.
183. Attorney general and state's attorney ney to prosecute.
184. In name of people—pay *qui tam* ac-tions.
185. Rights of individuals saved.
- 185a. Seal—records—how authenticated.
186. Weighmaster—appointment of.
187. Duties of.
188. Fix fees.
189. Weighmaster—qualifications—com-pensation.

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193. Where original car runs through with-out transfer.
194. Liability of railroad company for neg-lect or failure—proceedings.
195. Penalty, how recovered.

## TO INCREASE POWERS OF RAILROAD CORPORATIONS.

196. Consolidation of railroad corporations.
197. Consolidated company—body corporate—powers of—Illinois Central.

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198. Consolidation of companies ratified.
199. Agreements between railroad compan-ies ratified, approved and confirmed.
200. Term of existence of consolidated com-pany—renewal of corporate existence
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## RE-LOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

205. Re-location of railroad—county seat.
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207. Accepting provisions of act—to main-tain depot.
208. Power of corporation making change—condemnation.

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209. The crossing of one railroad by another.
210. Expense of construction of crossing.
211. Protecting crossings—safety devices.
212. Where grade crossing dangerous—pow-er of commission—petition.
213. Commission to hear petition, etc.
214. Commission to inspect plant—may is-sue permit to run crossing without stopping.
215. Penalty for not complying with order.
216. Expenses—how paid.
217. What a crossing within meaning of act.

## AUTHORIZING THE SALE AND TRANS-FER OF ANY RAILROAD OR RAIL-ROAD AND TOLL BRIDGE IN CER-TAIN CASES.

218. When the corporation of this State may sell and convey and such cor-poration of another state may pur-chase, in fee simple or otherwise, etc.

## INCORPORATION OF RAILROAD COMPANIES.\*

AN ACT to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all railroad companies of this State to own and hold the stock and securities of railroad companies of other states owning connecting lines. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 184; Legal News Ed., p. 124.]

**1. CORPORATORS]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any number of persons, not less than five may become an incorporated company for the purpose of constructing and operating any railroad in this State, and that any and all railroads or transportation companies authorized to be incorporated and transact business in this State by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under foreclosure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 163; Legal News Ed., p. 150.]

**2. ARTICLES OF INCORPORATION—RECORD OF SAME.]** § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railway is proposed to be run, and in the office of the secretary of state. [See § 6, 15.]

**3. FORM OF ARTICLES.]** § 3. Such articles shall contain:

*First*—The name of the proposed corporation.

*Second*—The places from and to which it is intended to construct the proposed railway.

*Third*—The place at which shall be established and maintained the principal business office of such proposed corporation.

*Fourth*—The time of the commencement and the period of the continuance of such proposed corporation.

*Fifth*—The amount of the capital stock of such corporation.

*Sixth*—The names and places of residence of the several persons forming the association for incorporation.

*Seventh*—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

*Eighth*—The number and amount of shares in the capital stock of such proposed corporation.

**4. CORPORATE POWERS — SEAL — COPY OF ARTICLES — EVIDENCE.]** § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable; establish by-laws, and make \*800] all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporation filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the secretary of state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

**5. LIMIT OF CHARTER—RENEWAL.]** § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be pro-

\*Elevated ways and conveyors. See corporations, Ch. 32, § 68.

vided by law, for periods not longer than fifty years: *Provided*, that three-fourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

**6. BY-LAWS RECORDED.] § 6.** A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act; and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

**7. OFFICE IN THIS STATE.] § 7.** Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this state for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection, books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art. 11, § 9.

**8. DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.] § 8.** All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first-class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to the number of his class; and all vacancies occurring by reason of expiration of term shall be filled by election for a term of years equal to the number of classes. [See § 11, 26.

**9. CALLED MEETINGS.] § 9.** A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15.

**10. ANNUAL AND OTHER STATEMENTS.] § 10.** At the regular annual meeting [\*801 of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

*Incorporation of railroad companies.*

**RATE OF INTEREST—LOANS.]** And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

**REMOVAL OF OFFICERS.]** At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director, or other officer of such corporation, and elect others instead of those so removed.

**ACCESS TO BOOKS.]** All stockholders shall, at all reasonable hours, have access to and may examine all the books, records and papers of such corporation.

**11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.]** § 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: *Provided*, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this State.

**12. OFFICERS—THEIR DUTIES.]** § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.

**13. PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK.]** § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a postoffice, properly directed to the postoffice address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation; and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: *Provided*, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

**14. STOCK PERSONALTY—TRANSFER OF—USE OF FUNDS.]** § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by laws of such corporations. But no shares shall be transferable until all previous calls thereon shall have been paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or officer thereof, or to permit them or any of them to use the same for other than the legitimate purposes of such corporation: *Provided, however*, that any railroad company incorporated and organized, or that may hereafter be incorporated and organized under any general or special law of this State, and operating a railroad which now con-

nects or hereafter may connect at any point with any railroad of any other State, shall have power, acting by itself, or jointly with another company or companies to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof; such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185; Legal News Ed., p. 124.]

**15. INCREASE OF CAPITAL STOCK—MEETINGS—OTHER BUSINESS.] § 15.** In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote, in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a postoffice, directed to the postoffice address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock; and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corporation: *Provided*, such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing the capital stock of any such corporation shall be duly recorded as required in section 2 of this act.

**16. LIABILITY OF EXECUTOR, ETC.] § 15½.** No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as a stockholder accordingly.

**17. LIABILITY OF STOCKHOLDER.] § 16.** Each stockholder of any corporation formed under the provisions of this act, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.

**18. CONDEMNATION OF PROPERTY.] § 17.** If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business, or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain. [See "Eminent Domain," ch. 47.]

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**19. ACQUIRING MATERIAL.]** § 18. Any such corporation may, by their agents and employes, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such [\*803] railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same. [See "Eminent Domain," ch. 47.]

**20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.]** § 19. Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power :

*First*—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

*Second*—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

*Third*—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

*Fourth*—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in manner provided by law.

*Fifth*—To construct its railway across, along or upon any stream of water, watercourse, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, watercourse, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair : *Provided*, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village : *Provided*, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this state. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.]

*Sixth*—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches,

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and other conveniences in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant [\*804] the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

*Seventh*—To receive and convey persons and property on its railway, by the power and force of steam or animals, or by any mechanical power.

*Eighth*—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

*Ninth*—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.

*Tenth*—From time to time to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30-33.

**21. WHAT PERSONAL PROPERTY.]** § 20. The rolling stock and all other movable property belonging to any such corporation shall be considered personal property, and shall be liable to execution and sale, in the same manner as personal property of individuals. [See Const., art. 11, § 10.

**22. ISSUE OF STOCK AND BONDS LIMITED.]** § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art 11, § 13.

**23. CONSOLIDATION.]** § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. 11, § 11.

**24. ANNUAL REPORT.]** § 23. The directors of every such corporation shall annually make a report, under oath, to the auditor of public accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. 11, § 9.

**25. POWER OF LEGISLATURE.]** § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and passenger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art 11, § 15.

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\*805] 26. CUMULATIVE VOTING.] § 25. In all elections for directors or managers of such railway corporations every stockholder shall have a right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them on the same principle, among as many candidates as he shall think fit; and such directors or managers shall not be elected in any other manner. [See § 8; also Const., art. 11, § 3.

27. RATES WHEN AID INDUCED.] § 25½. In all cases, when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution for fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to be run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: *Provided*, that said rates shall not exceed the rates allowed by law.

28. LIMITATION.] § 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

29. REPEAL—SAVING—BENEFITS OF THIS ACT, ETC.] § 27. That an act entitled "An act to amend 'an act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also all of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,\* and all laws in conflict with the provisions of this act, be and the same are hereby repealed: *Provided, however*, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to effect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: *Provided*, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or

\*NOTE.—The whole of said act of Nov. 5, 1849, repealed March 31, 1874. See ch. 131, No. 135.

*To have public office.*

corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as [\*806 aforesaid, so made with persons or corporations, it shall be held liable in an action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: *And, provided further*, that this act shall not in any manner legalize the subscription of any township, county or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.]

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AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11) of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1883, p. 123; Legal News Ed., p. 102.]

**30. SHALL HAVE PUBLIC OFFICE—BOOK WITH TRANSFERS OF STOCK REGISTERED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Each and every railroad corporation, organized or doing business in this state, under the laws or authority thereof, shall have and maintain a public office, or place in this state for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of the stockholders.

**31. FINES FOR FAILURE TO COMPLY.]** § 2. Any railroad corporation—organized or doing business in this state under the laws or authority thereof, or failing to comply with the provisions of section one (1), of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it shall, upon conviction thereof, be fined in any sum, not less than two thousand dollars (\$2,000), nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000): *Provided*, that in all cases under this act either party shall have the right of trial by jury.

**32. FINES RECOVERED IN ACTION OF DEBT.]** § 3. The fines hereinbefore provided for, may be recovered in an action of debt in the name of the People of the State of Illinois.

**33. DUTY OF COMMISSIONERS.]** § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this state; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this state, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the state. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

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**34. FINES TO BE USED FOR COUNTY PURPOSES.] § 5.** All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

AN ACT to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

**35. BORROWING MONEY BY COMPANIES FORMED BEFORE MARCH 1, 1872.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That every railroad company organized under any law or laws of this state, in force before the first day of March, A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing, improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.

**36. HOW CONCURRENCE OF STOCKHOLDERS EXPRESSED.] § 2.** The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.

**37. NOTICE OF MEETING.] § 3.** The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said directors, such notice to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall also cause like notices to be inserted in some newspaper published in each county through which said road shall run, (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.

**38. RESOLUTIONS, ETC., RECORDED.] § 4.** When such meeting shall be held, the resolution or order authorizing the creation of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon, shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the secretary of state.

## RAILROADS—CONSOLIDATION.

AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1893. In force July 1, 1893. L. 1893, p. 124; Legal News Ed., p. 101.]

**39. WHAT RAILROADS MAY CONSOLIDATE, AND HOW.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Whenever any railroad which is situated partly in this State, and partly in one or more other States, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other States, has been sold pursuant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the states in which said railroad is situated, it shall be lawful for the corporation so created in this state to consolidate its property, franchises and capital stock with the property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of such corporations. Such approval may be given by the stockholders of such corporation of this state at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: *Provided*, that no consolidation shall take place with any railroad owning a parallel or competing line; and a majority of the directors of such consolidated company shall be citizens and residents of this state; and where the line of the road of the original company has been located in this state and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road as so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.

**40. WHEN CONSOLIDATION TO TAKE EFFECT.]** § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the secretary of state of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the secretary of state shall be deemed and taken to be *prima facie* evidence of the existence of such consolidated corporation.

**41. LIST OF STOCKHOLDERS—RIGHTS SAVED.]** § 3. Such consolidated corporation shall at all times keep a general office within this state, at which shall be kept a complete list of all stockholders of such corporation, their places of residence, the amount of stock owned by each, and where the stock of such corporations may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

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AN ACT authorizing railroad companies in consolidating so as to form an interstate line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of the new preferred stock and fix the par value thereof. [Approved and in force June 17, 1893. L. 1893, p. 166; Legal News Ed., p. 116.]

**42. AGREEMENT FOR CONSOLIDATION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when any railroad company, formed by the consolidation of a company or companies of this state with a company or companies of another state or states, shall make a further consolidation with a company or companies of another state or states owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation the terms

*Consolidation—Contracts—Use of bridges—Lessees, etc.*

and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of shares of the common stock of such company.

**43. EMERGENCY.]** § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

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AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February 1807 12, 1855. Pr. L. 1855, p. 304.]

**44. OPERATIVE CONTRACTS—PROPERTY.]** § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other states, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other states for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.

**45. CONNECTIONS.]** § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other states, on such terms as shall be mutually agreed upon by the companies interested in such connection.

[§ 3, repealed. See "Statutes," ch. 131, § 5.]

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AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867. L. 1867, p. 174.]

**46. USE OF BRIDGES.]** § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge, there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.

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AN ACT relating to lessees in this State of railroads in adjoining states. [Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.]

**47. RIGHTS AND POWERS OF PURCHASING FROM LESSEES.]** § 1. That all railroad companies incorporated or organized or which may be incorporated or organized under the laws of this State, or of this and any adjoining state, (or of any adjoining state) which now or at any time hereafter may be, in possession of or operating connecting railroads in this state or states adjoining this state under lease in perpetuity or for a period of not less than twenty years, shall have power to purchase or sell the remaining interests, property and franchises of the lessors of such railroads situated in this or in such adjoining states, on such terms and conditions as may be agreed upon by the parties or their assigns to such lease: *Provided*, that the railroad company which purchases any railroad in this state shall operate such road and hold such property and franchises subject to all the rights, privileges, duties and

obligations prescribed by the general railroad laws of this state enacted or which shall hereafter be enacted for the regulation, government, taxation or control of the railroads organized or which may be organized under the laws of this State. *And, provided further*, that this act shall not be construed so as to permit such railroad company to purchase any parallel or competing line of railroad. [As amended by Act approved June 24, 1895. In force July 1, 1895; L. 1895, p. 293; Legal News Ed., p. 207.]

AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875; L. 1875, p. 96; Legal News Ed., p. 161.]

48. [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 24, 1889. See Ch. 122, entitled Schools, section 300.]

AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 24, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 153.]

49. POWER TO OWN AND USE WATER CRAFT.] *§ Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That all railroad companies incorporated under the laws of this state, having a terminus upon any navigable river bordering on this state, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers transported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: *Provided*, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided, also*, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this state; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry company in this state, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: *And, provided, further*, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this state, to consolidate with any railroad company out of this state, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this state; or to impair the rights of this state as now reserved to it in any such charter.

AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers and for the protection of shippers of freight at towns and villages on the line of their roads. [Approved May 23, 1877; in force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 151.]

50. RAILROADS REQUIRED TO BUILD AND MAINTAIN DEPOTS.] *§ 1.* That all railroads in this state carrying passengers or freight shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages having a population of two hundred (200) or more, on the line of their roads, or roads leased or operated by them. [As amended by Act approved June 21, 1895. In force July 1, 1895; L. 1895, p. 294; Legal News Ed., p. 208.]

*Sale or leasing of equipment stock—Residence of directors.*

**51. PENALTY.] § 2.** Any railroad company in this state failing to comply with the provisions of the preceding section after this act shall go into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00) to be recovered in an action of debt before any justice of (the) peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to said town or village for the school fund.

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**CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.**

AN ACT concerning contracts for the conditional sale or lease of railroad, street car equipment and rolling stock and providing for the record thereof. [Approved June 20, 1893. In force July 1, 1893. L. 1893. p. 166; Legal News Ed., p. 116.]

**52. CONTRACT TO BE IN WRITING.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same notwithstanding the possession and use of the same by the vendee, lessee or bailee shall remain in the vendor, lessor or bailor, until the terms of the contract, as to the payment of the installments, amounts or rentals payable or the performance of other obligations thereunder, shall have been fully complied with, but also providing that the title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless,

*First*—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgments of deeds and in the form proper for acknowledgments of deeds.

*Second*—Such writing shall be recorded, or a copy thereof filed in the office of the secretary of state, who shall be entitled to receive one dollar for each such copy filed by him.

*Third*—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked upon both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

**53. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.] § 2.** This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.

**54. REPEAL.] § 3.** An act entitled, "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

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**RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.**

AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force June 17, 1893. L. 1893. p. 107; Legal News Ed., p. 117]

**55. DEFINES DIRECTORS' RESIDENCE.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* In all cases where any railroad company organized and doing business under any law of this state by which it is required that a majority of the directors of such company shall reside in counties along the line of the road, such requirements shall be construed to

require such majority of such directors to reside in some or all of the counties along the line of road in this state, actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

**2. EMERGENCY.]** § 2. Whereas an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

#### UNION DEPOTS.

AN ACT authorizing the formation of union depots and stations for railroads in this state.  
[Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.]

**56. WHO MAY FORM CORPORATION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in order to facilitate the public convenience and safety in the transmission of goods and passengers from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this state, with the necessary officers, and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, and the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year, and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.

**57. ARTICLES OF ASSOCIATION.]** § 2. Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the circuit court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.

**58. CERTIFICATE OF INCORPORATION.]** § 3. If the circuit court, or any judge thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filing the said petition, articles and certificate aforesaid, with the clerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

Whereas, A, B and C, etc., (stating the names) have filed in the office of the clerk of the circuit court their articles of association, in compliance with the provisions of an act entitled "An Act authorizing the formation of union depots and stations for railroads in this state," approved (stating day of approval) with their petition of incorporation, under the name and style of.....; they are therefore hereby declared a body politic and corporate, by the name and style aforesaid, with all the powers, privileges and immunities granted in the act above named. By order of the circuit court (or judge thereof) .....  
attest: ....., clerk of the circuit court of county.....

And thereupon, upon filing the same, or a certified copy thereof, in the office of the secretary of state the said association, from the time of such filing, shall be a corporation under the laws of this state.

**59. CORPORATE POWERS DEFINED—PROVISOS AND LIMITATIONS.]** § 4. Every corporation formed under this act, in addition to the general powers conferred by the laws of this state in relation to corporations, shall have power—

*First*—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

*Second*—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in this state, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act: *Provided*, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same gauge of those joining in the petition: *Provided further*, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

*Third*—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot, under, over or upon any such streets or roads: *Provided*, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid into the city treasury, to the use of the owners of the property so injured by the corporation so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

*Fourth*—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

*Fifth*—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

**60. TERM AND ELECTION OF DIRECTORS.]** § 5. After the directors named in the articles of corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the constitution of this state; the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city town or place in which said station or depot is located.

**61. NO DISCRIMINATION.]** § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

## FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874. In force July 1, 1874.

**62. FENCING TRACK.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks, with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle-guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation, to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224; Legal News Ed., p. 170.

**63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.] § 1½.** It shall be the duty of all \*808] railroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.

**64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.] § 2.** If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings) without the consent of the corporation; or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.

**65. WHEN COMPANY NEGLECTS TO BUILD—NOTICE.] § 3.** Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or the lessees thereof, or the persons operating such railroad, to build such fence, gate, bars or farm crossings within thirty days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days,) after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1869, p. 315, § 1.

**66. ADJOINING OWNER MAY BUILD AND RECOVER.] § 4.** If the party so notified shall refuse to build or repair such fence, gates, bars or farm cross-

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ings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered, with interest at one per cent per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the court. [L. 1869, p. 315, § 2.

**67. BOARDS AT CROSSINGS.]** § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: *Provided*, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, § 39.

**68. BELL AND WHISTLE—CROSSINGS.]** § 6. Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1869, p. 308, § 1.

**69. KILLING STOCK—FRIGHTENING TEAM.]** § 6<sup>1</sup>/<sub>2</sub>. Any engineer, [\*809 or person having charge of and running any railroad engine or locomotive, who shall wilfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. [See "Criminal Code," ch. 38, § 191.

**70. STARTING TRAIN WITHOUT SIGNAL.]** § 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.

**71. APPROACHES AT CROSSINGS.]** § 8. Hereafter, at all of the railroad crossings of highways and streets in this state, the several railroad corporations in this state shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1869, p. 312, § 1.

**72. NEGLECT TO MAKE, ETC., CROSSINGS—NOTICE.]** § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

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**73. WHEN COMPANY NEGLECTS, AUTHORITIES TO CONSTRUCT, ETC.]** § 10. If any railroad corporation of this state shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, alter or repair such crossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

**74. COMPANY TO PAY EXPENSE AND \$100.]** § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.

**75. DRAW BRIDGE—RAILROAD CROSSING, ETC.—STOP.]** § 12. All trains running on any railroad in this state, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885, Legal News Ed. p. 177.

**76. PENALTY.]** § 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and of the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after the said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885, Legal News Ed., p. 178.

**76a. TWO OR MORE RAILROADS CROSSING EACH OTHER ON SAME LEVEL—REQUIREMENTS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly, That* when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures for such crossing designating the plan of crossing shall have been filed with such Railroad and Warehouse Commissioners then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall by experience prove to be unsafe or impracticable to order the same

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to be discontinued. (1) [As amended by act approved May 28, 1891. In force July 1, 1891. L. 1891, p. 179; Legal News Ed., p. 124. See §§ 205 and 206 for act of 1889 in relation to the crossing of one railway by another, etc.]

**76b. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.]** § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums, as they shall deem fit to pay all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)

**77. NOT TO OBSTRUCT HIGHWAY—STONING, ETC., TRAIN.]** § 14. No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers or freight, or for taking in or setting out cars, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

Any person who shall throw any stone, or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not more than \$200.00, and shall stand committed to the county jail until such fine and costs shall be paid. [As amended by Act approved June 21, 1895. In force July 1, 1895; L. 1895, p. 293; Legal News Ed., p. 208.]

**78. PENALTY.]** § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.

**79. MINORS TO KEEP OFF CARS.]** § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.

**80. RAILROAD AGENT, ETC., TO MAKE COMPLAINT.]** § 18. Whenever any officer, agent, or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent, or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.

**81. PENALTY.]** § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

(1) AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1887. L. 1887, p. 252; Legal News Ed., p. 188.]

**82. THREE PRECEDING SECTIONS POSTED.]** § 20. The several railroad corporations in this state shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this state. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.

**83. NO FREIGHT, ETC., CARS BEHIND PASSENGER.]** § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.

**84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY—WHEN.]** § 22. Every railroad corporation in the state shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights; and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125; Legal News Ed., p. 100.

**85. DEPOTS TO BE KEPT OPEN—PENALTY.]** § 23. In the case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125; Legal News Ed., p. 101.

**86. TEXAS CATTLE.]** § 23<sup>1</sup>/<sub>2</sub>. In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1869, the consignor of any live stock, the bringing of which into this state shall constitute the offense created by this act, if he be a citizen of this state, and if not the consignee, if he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesaid, and the said consignor, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for any violation of the act aforesaid. Any action brought for a violation of the act aforesaid, must be commenced within the eighteen months next succeeding the bringing of the cattle into this state, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to

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be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit, against any such consignor or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: *Provided*, that nothing in this section shall be construed to affect any right existing or suit pending. [See "Animals," ch. 8.]

**87. SPEED THROUGH CITIES, ETC.—DAMAGES.]** § 24. Whenever any railroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section, shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100) nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction; said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or wilful: *Provided*, that no such ordinance shall limit the rate of speed, in case of passenger trains to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 22, 1877. In force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 150; L. 1865, p. 103, § 1. 2.<sup>nd</sup>]

**88. TIME OF STOP AT STATIONS.]** § 25. Every railroad corporation shall cause its passenger trains to stop upon its arrival at each station advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: *Provided*, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety: *But provided further*, that where three (3) regular passenger trains each way each day are so stopped at the railroad stations of county seats on any division of any railroad in this state, it shall be lawful for not more than two through express or mail passenger trains carrying mail or express and passengers from one state to another, each way each day, to pass through the railroad stations of county seats on such division in this state without stopping. As amended by act approved April 11, 1899. In force July 1, 1899. L. 1899, p. 333; Legal News Ed., p. 244.

**89. BRAKEMAN, ETC., ON PASSENGER CARS.]** § 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.

**90. BRAKEMAN ON FREIGHT CARS.]** § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hind-most car of the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.

**91. DAMAGES—PENALTY.]** § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each offense, to

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be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**92. CHECKS OR RECEIPTS FOR BAGGAGE.]** § 28. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall, in no case exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation wilfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more than \$100, which may be recovered before any court of competent jurisdiction, in an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved: *Provided*, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.

**93. BAGGAGE SMASHING.]** § 30. Any person employed by a railroad corporation in this state, who shall wilfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: *Provided*, that the remedy hereby given against such employé shall not lessen the liability of such corporation [See "Criminal Code," ch. 38, § 193.

**94. PUTTING OFF PASSENGERS.]** § 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand to pay his lawful fare, or shall, upon such car or train, use abusive, threatening, vulgar, obscene or profane language thereon, or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, or cause or permit to be used, unreasonable force or violence, he shall be liable for all damages, to the person injured thereby: *Provided*, that the recovery and satisfaction of damages, under the provisions of this section shall not lessen the liability of or the amount of the damage that such corporation may be liable to for such acts. [As amended by act approved June 3, 1889. In force July 1, 1889. L. 1889, p. 224.

**95. BADGE.]** § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this state, employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger, [\*813] any fare, toll or ticket, or exercise any of the powers of his office; and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

**96. COMMON LAW LIABILITY NOT TO BE LIMITED.]** § 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.

**97. TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.]** § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets; said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

\*NOTE—The act amending this section contains the following.

§ 2. All acts or parts of acts in conflict with this act are hereby repealed.

**98. COUPLINGS.] § 34½.** It shall be the duty of all railroad corporations operating any railroad in this state, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.

**99. FLAGMEN—SHELTER.] § 35.** In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagman; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track when, in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town of municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: *Provided*, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.

**100. PENALTIES.] § 36.** If any railroad corporation, or any of its agents, servants or employés, shall violate any of the provisions of this act, such corporation, agent, servant or employé shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**101. CORPORATION DEFINED.] § 37.** The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.

**102. STREET RAILROADS.] § 38.** This act shall not apply to horse cars or street railroads.

§ 39, repeal, omitted. See "Statutes," ch. 131, § 5.

AN ACT relating to fires caused by locomotives. [Approved and in force March 29, 1869.  
Laws 1869, p. 312.] \*814

**103. FIRES BY LOCOMOTIVES.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any railroad in this state, the fact that such fire was so communicated shall be taken as full *prima facie* evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mort-

*Obstructing the operation of railroads.*

gages, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or permitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

**104. ACT TAKES EFFECT.]** § 2. This act shall take effect and be in force from and after its passage.

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AN ACT to amend an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877. In force July 1, 1877. [Approved May 29, 1879. In force July 1, 1879. Laws 1879, p. 223; Legal News Ed., p. 171.]

**SECTION 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: "An act for the protection of passengers on railroads and steamboats."

**105. CONDUCTORS INVESTED WITH POLICE POWERS.]** § 2. That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

**106. EJECTION OF PASSENGER FROM TRAIN.]** § 3. When any passenger shall be guilty of disorderly conduct, or use of any obscene language, to the annoyance and vexation of passengers, or play any games of cards, or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat is hereby authorized to stop his train or steamboat, at any place where such offense has been committed and eject such passenger from the train or boat, using only such force as may be necessary to accomplish such removal, and may command the assistance of the employes of the railroad company or steamboat, or any of the passengers to assist in such removal: but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

**107. WHEN PASSENGER MAY BE ARRESTED.]** § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train, or steamboat, the conductor, captain, or master, or employes of such train or boat, may arrest such passenger and take him before any justice of the peace, in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.

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AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals. [Approved June 2, 1877. In force July 1, 1877; L. 1877, p. 167; Legal News Ed., p. 155.]

**108. ENGINEER NOT TO ABANDON ENGINE.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* If any locomotive engineer, in furtherance of any combination or agreement, shall wilfully and maliciously abandon his locomotive upon any railroad at any other point than the regular scheduled destination of such locomotive, he shall be fined not less than twenty dollars, nor more than one hundred dollars, and confined in the county jail, not less than twenty days, nor more than ninety days.

*To prevent frauds upon travelers, ect.*

**109. PERSONS OBSTRUCTING BUSINESS OF RAILROAD—FINE.] § 2.** If any person or persons shall wilfully or maliciously, by act or means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this state, or of the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual, he or they shall, on the conviction thereof, be punished by a fine not less than twenty dollars, (\$20.00), nor more than two hundred dollars, (\$200.00), and confined in the county jail not less than twenty nor more than ninety days.

**110. CONSPIRACY TO IMPEDE BUSINESS.] § 3.** If two or more persons shall wilfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this state, or to impede, hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm, or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (\$20.00), nor more than two hundred dollars (\$200.00), and confined in the county jail not less than twenty days, nor more than ninety days.

**111. CONSTRUCTION OF ACT.] § 4.** This act shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, except as is provided in section one (1) of this act.

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AN ACT to prevent frauds upon travelers and owner or owners of any railroad, steamboat, or other conveyance for the transportation of passengers. [Approved April 19, 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101.]

**112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.

**113. NOT LAWFUL FOR PERSON NOT HAVING SUCH AUTHORITY TO SELL TICKETS.] § 2.** That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barter or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidence of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this state.

**114. PENALTY FOR VIOLATING ACT.] § 3.** That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdemeanor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either, or both, in the discretion of the court in which such person or persons shall be convicted.

**115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.] § 4.** That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets, or other evidences of the holder's right to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.

*To prevent frauds upon travelers, etc.*

**116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.]** § 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate which shall be equal to the difference between price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall be deemed to be a violation of the provisions of this act, and shall be punished as hereinbefore provided: *Provided* that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part of the same to any other person.

**117. PENALTY FOR FAILURE TO REDEEM TICKETS.]** § 6. Any railroad or steamboat company that shall, by any of its agents in this state, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this state until such fine is paid.

#### RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 636.

**118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

**WEIGHING IN—RECEIPT.]** And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

**WEIGHING OUT—SHRINKAGE.]** And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

**DAMAGES.]** In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

**EVIDENCE—SHORTAGE.]** If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in [\*815] case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such

*Receiving, carrying and delivering grain.*

statements it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place, when and where the same should have been delivered. [See § 70.]

**119. SCALES—WEIGHING—PENALTIES.] § 2.** At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offence and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168; Legal News Ed., p. 152.\*]

**120. DELIVERY—PENALTY.] § 3.** Every railroad corporation which shall receive any grain in bulk for transportation to any place within the state, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of chancery, and obtain the appointment of a receiver to take charge of and

\* Note.—The act amending this section contains the following:

§ 2. All parts of said section in conflict with section one of this act are hereby repealed.

*Receiving, carrying and delivering grain.*

manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

**121. RIGHT TO CHANGE CONSIGNMENT.]** § 4. All consignments of grain \*816] to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

**122. RECEIVING ON TRACK—RIGHTS OF OWNERS SAVED.]** § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

**123. RECEIPTS AND DELIVERY AT CROSSINGS, ETC.]** § 6. Every railroad corporation organized or doing business under the laws of this state, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals, and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.

[§ 7, repeal. omitted. See "Statutes," ch. 131, § 5.]

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## EXTORTION AND UNJUST DISCRIMINATION.

AN ACT to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this state and to punish the same, and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this state for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]

**124. EXTORTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any railroad corporation, organized or doing business in this state under any act of incorporation, or general law of this state, now in force or which may hereafter be enacted, or any railroad corporation organized or which may hereafter be organized under the laws of any other state, and doing business in this state, shall

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charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation, for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track or any of the branches \*817 thereof or upon any railroad within this state which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., art. 11, § 15.]

**125. UNJUST DISCRIMINATION.]** § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll, or compensation, for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this state, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. *C. B. & Q. R. R. Co. v. The People*, 77 Ill., 443; *C. & A. R. R. Co. v. C., V. & W. Coal Co.*, 79 Ill., 121; *C., B. & Q. R. R. Co. v. Cutts et al.*, 9 Legal News, 200; *Winona & St. Peter R. R. Co. v. Blake et al.*, 9 Legal News, 212; *McDuffee v. Portland & Rochester R. R. Co.*, 6 Legal News, 10; *C. & N. W. Ry. Co. v. Fuller*, 6 Legal News, 133.]

**126. EVIDENCE.]** § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this state, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class and quantity, than it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such

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railroad corporation, as *prima facie* evidence of the unjust discriminations prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any [\*818 other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part, within this State: *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

**127. PENALTIES.] § 4.** Any such railroad corporation guilty of extortion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall, upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than five thousand dollars (\$5,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.

**128. PROCEEDINGS TO RECOVER FINES.] § 5.** The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use and transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars, (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000): *Provided*, that in all cases under the provisions of this act, a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

**129. DAMAGES.] § 6.** If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or cor-

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poration so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with the cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

**130. DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS.]** § 7. It shall [§819 be the duty of the railroad and warehouse commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this state, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this state through or into which the line of the railroad corporation sued for violating this act may extend. And such railroad and warehouse commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the attorney general in conducting such suit on behalf of the state. No such suits commenced by said commissioners shall be dismissed, except said railroad and warehouse commissioners and the attorney general shall consent thereto.

**131. SCHEDULES.]** § 8. The railroad and warehouse commissioners are hereby directed to make, for each of the railroad corporations doing business in this state, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this state as *prima facie* evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the state printer under the contract governing the state printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this state. All such schedules heretofore or hereafter made shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the railroad and warehouse commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 178.

**132. EVIDENCE—FINES—PRACTICE.]** § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person conducting the same, in the manner now provided by law, to be use for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

**133. "RAILROAD CORPORATION" DEFINED.]** § 11. The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this state; and the provisions of this act shall apply to all \*820 persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this state (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted. See "Statutes," ch. 131, § 5.]

## WAREHOUSES.

AN ACT to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State. [Approved April 25, 1871. In force July 1, 1871. L. 1871-2, p. 762.]

**134. CLASSIFIED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That public warehouses, as defined in article 13 of the constitution of this state, shall be divided into three classes, to be designated as classes A, B and C, respectively.

**135. CLASSES DEFINED.]** § 2. Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels can not be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.

**136. LICENSE.]** § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the circuit court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this state, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this state, and shall be revocable by the said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. *Munn et al., vs. The People*, 6 Legal News, 165 and 173, and 9 Ib., 199.]

**137. BOND.]** § 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this state in relation thereto.

**138. PENALTY FOR DOING BUSINESS WITHOUT LICENSE.]** § 5. Any person who shall transact the business of a public warehouse of class A without

first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

**139. NOT TO DISCRIMINATE—WHEN GRAIN MAY BE MIXED—RECEIPTS.]** § 6. It shall be the duty of every warehouseman of Class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons, or between himself as the owner of grain stored in such house, and other persons, desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

The proprietors, lessees or managers of public warehouses of Class A may store in any such warehouses, owned, leased or managed by them, grain of their own, and mix it with the grain of others of like grade stored therein, and may purchase warehouse receipts representing grain on store in such warehouses owned, leased or managed by them: but when any such proprietor, lessee or manager shall desire to so store and mix his own grain in any such warehouse or warehouses owned, leased or managed by him, or to purchase receipts for grain on store therein, he shall so inform the chief inspector of grain of the county in which such warehouse or warehouses are located, and said chief inspector shall thereupon place and keep in such warehouse or warehouses, whenever necessary so to do, one or more assistant inspectors, who shall, in addition to their usual duties as assistant inspectors, have general supervision over the storing and care of the grain stored in such warehouse or warehouses, under such rules and regulations as shall be made by the Railroad and Warehouse Commissioners; and said commissioners are hereby invested with full power and authority to make all rules and regulations concerning the storing, handling and delivery of grain in warehouses of Class A, in which the proprietors, lessees or managers thereof store their own grain, as may, in their opinion, be necessary to prevent any fraud upon, or discrimination against, other depositors of grain in their said warehouses, and to prevent any proprietor, lessee or manager of such warehouse or warehouses from securing to himself, as the owner of grain stored therein, any benefit or advantage over any other depositor of grain stored in such warehouse or warehouses. [As amended by act approved May 26, 1897. In force July 1, 1897; L. 1897, p. 302; Legal News Ed., p. 196.]

**140. MANNER OF ISSUING RECEIPTS.]** § 7. Upon application of the owner or consignee of grain stored in a public warehouse of Class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be

stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

**141. CANCELING RECEIPTS.] § 8.** Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "canceled," with the name of the person canceling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.

**142. FURTHER OF ISSUING AND CANCELING RECEIPTS.] § 9.** No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder; but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number; and the receipt upon which a part has been "822] delivered shall be canceled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be canceled the same as if the grain had been delivered from store; and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be; and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones canceled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

**143. NOT TO LIMIT LIABILITY.] § 10.** No warehouseman in this state shall insert in any receipt issued by him, any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws of this state.

**144. DELIVERY OF PROPERTY.] § 11.** On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: *Provided*, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See § 135.]

**145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DAILY PUBLICATION—CANCELED RECEIPTS.] § 12.** The warehousemen of every public warehouse of Class A shall, on or before Tuesday morning of each week,

cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday; and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof, having personal knowledge of the facts, to the warehouse registrar appointed as hereinafter provided. They shall also be required to furnish daily, to the same registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been canceled, upon which the grain has been delivered on such day, giving the number of each receipt; and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them; the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been canceled and new ones issued in their stead, as herein provided for. And the warehouseman making such statements, shall, in addition, furnish the said registrar any further information, regarding receipts issued or canceled, that may be necessary to enable him to keep a full and correct record of all receipts issued and canceled, and of grain received and delivered. [See § 159.

[§ 13, repealed; § 152.

**146. APPOINTMENT OF CHIEF INSPECTOR.] § 14. ¶ 1.** It shall be the duty of the Governor to appoint by and with the advice and consent of the Senate a suitable person who shall not be a member of the board of trade, and who shall not be interested either directly or indirectly in any warehouse in the state, a chief inspector of grain, who shall hold his office for a term of two years, unless sooner removed, as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B:

*Provided*, That no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed, except upon the recommendation of the Board of Railroad and Warehouse Commissioners; and such recommendation shall be made only upon a request for such action by the county commissioners or board of supervisors of the county in which such warehouses are located, and in cities or counties wherein an inspector may be appointed, no person other than such duly appointed inspector, or those authorized as assistant inspectors, shall inspect or grade any grain without being liable to the penalties provided in section 20 of said act.

‘ 2. **DUTY OF CHIEF INSPECTOR.]** It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain, as required by this act or laws of this state, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.

‘ 3. **ASSISTANT INSPECTOR.]** The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons in sufficient number as may be deemed qualified for assistant inspectors, who shall not be members of the board of trade nor interested in any warehouse, and also such other employes as may be necessary to properly conduct the business of his office; and the said commissioners are authorized to make such appointments.

‘ 4. **WHEN INSPECTOR TO TAKE OATH AND GIVE BOND.]** The chief inspector shall, upon entering upon the duties of his office, be required to take an oath as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and ten thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a

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condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties; and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law and the rules and regulations aforesaid.

¶ 5. ASSISTANT INSPECTOR—OATH—BOND.] And each assistant inspector shall take a like oath, execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

¶ 6. RULES FOR GOVERNMENT OF INSPECTORS.] The chief inspector of grain, and all assistant inspectors of grain and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said board of commissioners shall have full power to make all proper rules and regulations for the inspection of grain, and shall, also, have power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, which charges shall be regulated in such manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection and no more.

¶ 7. COMPENSATION.] It shall be the duty of the said board of commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

¶ 8. APPOINTMENT OF WAREHOUSE REGISTRAR.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

¶ 9. BOARD OF COMMISSIONERS TO EXERCISE GENERAL SUPERVISION.] The said board of commissioners shall have and exercise a general supervision and control of such appointees, shall prescribe their respective duties, shall fix the amount of their compensation and the time and manner of its payment.

¶ 10. PENALTY FOR VIOLATING ACT.] Upon the complaint in writing of any person to the said board of commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him, and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

¶ 11. NECESSARY EXPENSES OF INSPECTOR OF GRAIN.] All necessary expenses incident to the inspection of grain, and to the office of registrar, economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. (1) [As amended by act approved June 7, 1897. In force July 1, 1897; L. 1897, p. 300; Legal News Ed., p. 197. This section

(1) AN ACT to amend section 14 of an act entitled "An act to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to Article XIII of the Constitution of this State," approved April 25, 1871, in force July 1, 1871, and to provide for revenue and the payment of the expenses of the same. [Approved June 7, 1897. In force July 1, 1897.]

having been amended by act approved May 28, 1879, and the act of 1897 purporting to amend the original act: Query, is it valid? See *L. & N. R. R. Co. v. E. St. Louis*, 134 Ill., 661, and *Callon v. Jacksonville*, 147 Ill., 118.

**147. RATES OF STORAGE.]** § 15. Every warehouseman of public warehouses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section (16) of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter ( $1\frac{1}{4}$ ) cents per bushel, and for each ten days, or part thereof after the first ten days one-half of one cent per bushel: *Provided, however*, that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage, for the first ten days, and for each additional five days, or part thereof, not exceeding one-half of one cent per bushel: *Provided, further*, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 169; Legal News Ed., p. 153.]

**148. LOSS BY FIRE—HEATING—ORDER OF DELIVERY—GRAIN OUT OF CONDITION.]** § 16. No public warehouseman shall be held responsible for any loss or damage to property by fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same, nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of, by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a daily newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncanceled, the grain represented by which has not [\*825] previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner

or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

**149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MOVING.]** § 17. It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view to securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain; but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.]

**150. EXAMINATION OF GRAIN AND SCALES—INCORRECT SCALES.]** § 18. All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this state, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to \*826] be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.]

**151. GRAIN MUST BE INSPECTED.]** § 19. In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

**152. ASSUMING TO ACT AS INSPECTOR.]** § 20. Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an imposter, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

**MISCONDUCT OF INSPECTOR—INFLUENCING.]** Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain; and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

**153. OWNER, ETC., DISSATISFIED WITH INSPECTION—HIS RIGHTS.]** § 21. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice; and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession: *Provided*, such railroad company place the same in a proper and convenient place for unloading; and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

**154. COMBINATION.]** § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent, or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.

**155. SUITS.]** § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation [\*827 of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name of and on behalf of the People of the State of Illinois.

**156. WAREHOUSE RECEIPT ASSIGNABLE.]** § 24. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to

the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

**157. FALSE RECEIPTS—FRAUDULENT REMOVAL.]** § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before Oct. 8, 1871. L. 1871-2, p. 774. See "Criminal Code," ch. 38, § 124, 125.]

**158. COMMON LAW REMEDY SAVED.]** § 26. Nothing in this act shall deprive any person of any common law remedy now existing.

**159. PRINTED COPY OF ACT POSTED.]** § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

**160. REPEAL.]** § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

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AN ACT to amend an act entitled "An act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article thirteen (13) of the constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeal, and prescribe their duties. [Approved April 15, 1873. In force July 1, 1873.]

**161. COMMISSIONERS TO ESTABLISH GRADES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That the board of Railroad and Warehouse Commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: *Provided*, no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: *And, provided further*, that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.

**162. COMMITTEE OF APPEALS.]** § 2. Within twenty days after this act takes effect, the board of railroad and warehouse commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: *Provided*, said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

\*828] **163. APPEALS—NOTICES.]** § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeal, and the decision of a majority of said committee shall be final. Said board of commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all com-

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plaints in regard to the inspection of grain, and all notices requiring the services of the committee on appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

**164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.]** § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars; with like conditions as is provided in case of other inspectors of grain, which said bonds shall be subject to the approval of the board of Railroad and Warehouse Commissioners. *It is further provided*, that the salaries of said committee of appeals shall be fixed by the board of Railroad and Warehouse Commissioners, and be paid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners: *Provided*, that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885, Legal News Ed., p. 178.]

**165. "REGISTERED FOR COLLECTION"—INSPECTION FEES.]** § 5. No grain shall be delivered from store from any warehouse of class A, for which or representing which warehouse receipts shall have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection" and the date thereof; and said board of commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse; which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

**166. REPEAL.]** § 6. Section 13 of the act to which this is an amendment, is hereby repealed: *Provided*, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided in section 1 of this act. [Grades fixed by commissioners, July 1, 1873.]

## RAILROAD AND WAREHOUSE COMMISSIONERS.

AN ACT to establish a board of railroad and warehouse commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.]

**167. APPOINTMENT—TERM.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*. That a commission which shall be styled "Railroad and Warehouse Commission," shall be appointed as follows: within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of their appointment, and until their successors are appointed and qualified.

**168. QUALIFICATIONS.]** § 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with

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any railroad company \*829] or warehouse, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commissioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time, in his discretion.

**169. OATH—BOND.] § 3.** Before entering upon the duties of his office, each of the said commissioners shall make and subscribe, and file with the Secretary of State, an affidavit, in the following form:

I do solemnly swear (or affirm, as the case may be), that I will support the Constitution of the United States, and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of commissioner of railroads and warehouses, according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

**170. COMPENSATION—SECRETARY—OFFICE—EXPENSES.] § 4.** Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the state, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the state treasury and only on the order of the Governor: *Provided*, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.

**171. RIGHT TO PASS ON TRAINS, ETC.] § 5.** The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this state.

**172. REPORT OF RAILROADS.] § 6.** Every railroad company incorporated or doing business in this state, or which shall hereafter become incorporated, or do business under any general or special law of this state, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement, under oath of the proper officers of said corporation, of the affairs of the said corporation, as the same existed on the first day of the preceding July, specifying—

*First*—The amount of capital stock subscribed, and by whom.

*Second*—The names of the owners of its stock, and the amounts owned by them, respectively, and the residence of each stockholder as far as known.

*Third*—The amount of stock paid in, and by whom.

*Fourth*—The amount of its assets and liabilities.

*Fifth*—The names and place of residence of its officers.

*Sixth*—The amount of cash paid to the company on account of the original capital stock.

*Seventh*—The amount of funded debt.

*Eighth*—The amount of floating debt.

*Ninth*—The estimated value of the road bed, including iron and bridges.

*Tenth*—The estimated value of rolling stock.

*Eleventh*—The estimated value of stations, buildings and fixtures.

*Twelfth*—The estimated value of other property.

*Thirteenth*—The length of single main track.

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*Fourteenth*—The length of double main track.

*Fifteenth*—The length of branches, stating whether they have single or double track.

*Sixteenth*—The aggregate length of siding and other tracks not above enumerated.

*Seventeenth*—The number of miles run by passenger trains during the year preceding [\*830 the making of the report.

*Eighteenth*—The number of miles run by freight trains during the same period.

*Nineteenth*—The number of tons of through freight carried during the same time.

*Twentieth*—The number of tons of local freight carried during the same time.

*Twenty-first*—Its monthly earnings for the transportation of passengers during the same time.

*Twenty-second*—Its monthly earnings for the transportation of freight during the same time.

*Twenty-third*—Its monthly earnings from all other sources, respectively.

*Twenty-fourth*—The amount of expenses incurred in the running and management of passenger trains during the same time.

*Twenty-fifth*—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time.

*Twenty-sixth*—All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately.

*Twenty-seventh*—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

*Twenty-eighth*—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

*Twenty-ninth*—The amount expended for motive power and cars.

*Thirtieth*—The amount expended for station houses, buildings and fixtures.

*Thirty-first*—All other expenses for the maintenance of way.

*Thirty-second*—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

*Thirty-third*—The rate of fare for passengers for each month during the same time, through and way passengers separately.

*Thirty-fourth*—The tariff of freights, showing each change of tariff during the same time.

*Thirty-fifth*—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

*Thirty-sixth*—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

*Thirty-seventh*—What express companies run on its roads and on what terms and on what conditions: the kind of business done by them, and whether they take their freights at the depots or at the office of such express companies.

*Thirty-eighth*—What freight and transportation companies run on its road, and on what terms.

*Thirty-ninth*—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

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*Fortieth*—Whether the freight cars of such companies are given any preference in speed or order of transportation, and if so, in what particular.

*Forty-first*—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.

**173. ADDITIONAL INQUIRIES.]** § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.

**174. APPLIES TO OFFICERS OF ROAD.]** § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this state, and to every lessee, manager and operator of any railroad within this state.

**\*831 175. STATEMENT BY WAREHOUSEMAN.]** § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this state to furnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.

**176. REPORT OF COMMISSIONERS—EXAMINATION.]** § 10. Such commissioners shall, on or before the first day of December, in each year, or oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this state, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.

**177. EXAMINATIONS OF RAILROADS AND WAREHOUSES—SUITS.]** § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this state, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith; and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employes, comply with the laws of this state now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the state, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.

**177a. WHEN BOARD TO INVESTIGATE CAUSE OF ACCIDENT ON RAILROAD—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.]** § 11½. It shall be the duty of said board of commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after the accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this state, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by com-

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plaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this state is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made of the condition of such railroad bridge, trestle or track and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board, after such investigation, it shall become necessary to rebuild such bridge, track or trestle, or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they may deem to be proper. And shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge, or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given such corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such recommendations of said board, as are just and reasonable. And the Supreme Court or the circuit court in any circuit in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad, shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find facts to be, touching the necessity for such repairs, changes or rebuilding to the attorney general of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the attorney general to compel compliance with the recommendations of the board, the findings of the board shall be *prima facie* evidence of the facts therein stated, and the recommendations of the board shall be deemed *prima facie*, just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, 1887. L. 1887, p. 255; Legal News Ed., p. 186.]

**178. CANCELLATION OF WAREHOUSE LICENSES.]** § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this state which may be issued in pursuance of any laws of this state, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this state concerning the business of public warehousemen, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked shall be entitled to another license or to carry on the business in this state of such public warehouseman until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: *Provided*, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the

*Railroad and warehouse commissioners.*

time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.]

**179. POWER TO EXAMINE BOOKS, ETC.] § 13.** The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have power to examine, under § 532 oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

**180. MAY EXAMINE WITNESSES, ETC.] § 14.** In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpoenas for the attendance of witnesses, and may administer oaths. In case any person shall wilfully fail or refuse to obey such subpoena, it shall be the duty of the circuit court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

**181. PENALTY AGAINST WITNESSES.] § 15.** Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than 25 nor more than \$500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

**182. PENALTY AGAINST RAILROAD COMPANIES, WAREHOUSEMEN, ETC.] § 16.** Every railroad company, and every officer, agent or employe of any railroad company, and every owner, lessee, manager or employe of any warehouse, who shall wilfully neglect to make and furnish any report required in this act at the time herein required, or who shall wilfully and unlawfully hinder, delay or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than 100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent, or employe of any such railroad company, and every owner, lessee, manager, or agent, or employe of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall wilfully neglect or refuse to make such report.

**183. ATTORNEY GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.] § 17.** It shall be the duty of the attorney general, and the state's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this state concerning railroad companies or warehouses, or the officers, employes, owners, operators or agents of any such companies or warehouses.

**184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.] § 18.** All such prosecution shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the state treasury by the sheriff or other officer collecting the same; and the state's attorney shall be entitled to receive for his compensation, from the state treasury, on bills to be approved by the governor, a sum not exceeding ten per cent of the amount received and paid into the state treasury as aforesaid: *Provided*, this act shall

*State weigh-masters.*

not be construed so as to prevent any person from prosecuting any *qui tam* action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this state.

**185. RIGHTS OF INDIVIDUALS SAVED.]** § 19. This act shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.

AN ACT to provide that the railroad and warehouse commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891. In force July 1, 1891. L., 1891, p. 185; Legal News Ed., p. 127.]

**185a. SEAL—HOW RECORDS, ETC., AUTHENTICATED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly, That the Railroad and Warehouse Commission of this state may, for the authentication of its records, process, and proceedings, adopt, keep, and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice, or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the secretary of said commission and authenticated by such seal; and all acts, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court in this state by a copy thereof, certified to by the secretary of said commission, with the seal of said commission attached.*

## STATE WEIGH-MASTERS.

AN ACT to provide for the appointment of state weigh-masters. [Approved June 23, 1883. In force July 1, 1883. L. 1883, p. 172; Legal News Ed., p. 137.]

**186. WEIGH-MASTER—APPOINTMENT OF.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly, That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is state inspection of grain, a state weigh-master and such assistants as shall be necessary.*

**187. DUTIES OF.]** § 2. Said state weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

**188. FIX FEES.]** § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

**189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.]** § 4. Said state weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

**190. MAY ADOPT RULES.]** § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

**191. NEGLECT OF DUTY—PENALTY.]** § 6. In case any person, warehouseman or railroad corporation, or any of their agents or employes, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties

*Weighing grain in bulk by railroad company.*

in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois; such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

## WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

AN ACT relating to the receipt, shipment, transportation and weighing of grain in bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253; Legal News Ed., p. 186.]

**192.** ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, mill-stuffs, or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or other connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing, or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any carload of grain, millstuffs or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds so transported and transferred.

**193.** WHERE ORIGINAL CAR RUNS THROUGH WITHOUT TRANSFER.] § 2. The practice of loading grain, millstuffs or seeds into foreign or connecting-line cars at the initial point from which the grain, millstuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, millstuffs or seeds shall otherwise order or direct.

**194.** LIABILITY OF RAILROAD COMPANY FOR NEGLECT OR FAILURE—PROCEEDINGS.] § 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this state, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners, of this state shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.

**195.** PENALTY, HOW RECOVERED.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

## CONSOLIDATION OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. Approved June 30, 1885. In force July 1, 1885. L. 1885; Legal News Ed., p. 179.]

**196.** CONSOLIDATION OF RAILROAD CORPORATIONS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That all railroad companies now organized, or hereafter to be organized, under the laws of this state, which now are, or hereafter may be in possession of, and operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this state or in any other state or states, or owning and operating a railroad which connects at the boundary line of this state with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders, owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale; such approval may be given at any annual or special meeting, upon sixty days' notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And, provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

**197.** CONSOLIDATED COMPANY—BODY CORPORATE—POWER OF—ILLINOIS CENTRAL.] § 2. Any railroad company now organized or hereafter to be organized under the laws of this state, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes; and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it; such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving sixty days public notice in the manner provided in the first section of this act: *And, provided further*, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this state as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: *And, provided further*, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the state under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this state, under the provisions of said charter; nor shall anything herein contained be so construed, as to in any manner, relieve or discharge any railroad company, organized under the laws of this state, from the duties or

obligations imposed by virtue of any statute now in force or hereafter enacted: *And, provided further*, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this state, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this state.

## RAILROAD COMPANIES—CONSOLIDATION OF—EXTENDING CORPORATE RIGHTS AND FRANCHISES.

AN ACT to ratify consolidations, and sales and purchases between railroad companies of this State and railroad companies of other States, and to confirm in the purchasing companies, or in the companies formed by such consolidations, as the case may be, during the term of their corporate existence, and of any extensions thereof, all the corporate rights, franchises, privileges and immunities, sold and purchased, or belonging or pertaining to the constituent companies, and to define the term of the corporate existence of such consolidated companies and to authorize them to renew their corporate existence. [Approved and in force July 9, 1897. L. 1897, p. 281; Legal News Ed., p. 198.]

**198. CONSOLIDATION OF COMPANIES RATIFIED.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That every agreement, whether in form of deed of sale, articles of consolidation or otherwise, made and entered into between the first day of July in the year Anno Domini one thousand eight hundred and seventy-four and the first day of July, Anno Domini one thousand eight hundred and eighty-three, by and between any railroad company organized under the laws of this state, or of this State and any other state or states, and any railroad company or companies organized under the laws of any other state or states, providing or purporting to provide for the consolidation or merger of the capital stocks, corporate and other franchises, privileges and property of the respective companies parties thereto, and under which the consolidated company thereby created or attempted to be created, or its successor or lessee, now owns, controls or operates, or is in possession of the several railway lines of the respective companies parties to such agreement, be, and the same is hereby ratified, approved and confirmed; and all the corporate rights, franchises, privileges and immunities of the several and respective companies parties to every such agreement, are hereby granted, vested and confirmed in the consolidated company thereby created or attempted to be created for and during the term of its corporate existence and of any renewal thereof.

**199. AGREEMENTS BETWEEN RAILROAD COMPANIES RATIFIED, APPROVED, AND CONFIRMED.] § 2.** That every agreement between any railroad company of this state, or of this state and any other state or states, and any railroad company or companies organized under the laws of any other state or states, made between the first day of July, Anno Domini one thousand eight hundred and seventy-four, and the first day of July, Anno Domini one thousand eight hundred and eighty-three, and providing or attempting to provide for the purchase by any such corporation of this state or of this state and any other state or states, of the property, corporate and other franchises, privileges and immunities of railroad corporations of any other state or states, and under which any such corporation of this state, or of this state and any other state or states, now owns, controls or operates, or is in possession of the railroad, railroads and appurtenances sought to be conveyed, is hereby ratified, approved and confirmed.

**200. TERM OF EXISTENCE OF CONSOLIDATED COMPANY—RENEWAL OF CORPORATE EXISTENCE.] § 3.** That whenever, in the articles of consolidation or other instrument creating or purporting to create such consolidated company, the term of the corporate existence of said consolidated company shall have been fixed for any term of years, not exceeding fifty years, said term so fixed shall be held and deemed to be the lawful term of the corporate existence of said consolidated company; and the said consolidated company shall be and is hereby authorized to renew its corporate existence from time to time in such manner as shall be provided for by law for periods not longer than fifty years.

**201. EMERGENCY.] § 4.** Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

#### REDEMPTION OF DRAWBACK CHECKS.

**AN ACT** to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 225; Legal News Ed., p. 139.]

**202. DRAWBACK CHECK—REDEMPTION OF.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of cash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

**203. THE TERM "RAILROAD CORPORATION." ] § 2.** The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or association of persons, whether incorporated or otherwise owning, operating or using any railroads in this state.

#### STEALING JOURNAL BEARINGS, ETC.

**AN ACT** to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 115; Legal News Ed., p. 140.]

**204. REMOVAL OF JOURNAL BEARINGS, ETC.—PENALTY.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars, or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this state, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: *Provided,* that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: *Provided, further,* that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this state whereby the life or lives of any person or persons shall be lost as the result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38, sec. 8.]

## RE-LOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

AN ACT to enable any railroad company whose main line runs near to any county seat to change and re-locate such line so as to run through such county seat. [Approved May 5, 1891. In force July 1, 1891. L. 1891, p. 183; Legal News Ed. p. 125.]

**205. RE-LOCATION OF RAILROAD—COUNTY SEAT.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That each and every railroad corporation organized in this state, or doing business therein, which has a branch of its railway running through any county seat and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and is hereby authorized to re-locate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.

**206. RE LOCATION—RUNNING TRAINS—MAIN LINE—DEPOT.] § 2.** Whenever any railroad corporation shall have re-located and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when re-located into or through such county seat, it shall not be required, notwithstanding the decision of any court of this state heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over any part of said branch into said county seat: *Provided, however,* it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so re-locate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so re-located shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said re-located main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight. And any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said re-located line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as re-located, and such recorder shall record such map.

**207. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.] § 3.** Any railroad corporation accepting the provisions of this act and re-locating a portion of its main line under the provisions thereof shall forever maintain its depot and operate its main line as re-located.

**208. POWER OF CORPORATION MAKING CHANGE—CONDEMNATION.) § 4.** Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

## RAILROAD CROSSINGS.

AN ACT in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings. [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223; Legal News Ed. p. 139.]

**209. THE CROSSING OF ONE RAILROAD BY ANOTHER ] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That hereafter any railroad company desiring to cross with its tracks the

main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation, and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.

**210. EXPENSE OF CONSTRUCTION OF CROSSING.] § 2.** The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof, including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

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AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. [Approved June 2, 1891. In force July 1, 1891. L. 1891, p. 181; Legal News Ed. p. 126.]

**211. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in every case where the main tracks of two or more railroads cross at a grade in this state, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks: and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

**212. WHEN GRADE CROSSING DANGEROUS—POWER OF COMMISSION—PETITION.] § 2.** If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

**213. COMMISSION TO HEAR PETITION—INTERLOCKING SIGNALS, ETC.—COST.] § 3.** At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested

can not agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

**214. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.]** § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made unless the Railroad and Warehouse Commission shall for good cause shown extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved herein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

**215. PENALTY FOR NOT COMPLYING WITH ORDER.]** § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

**216. EXPENSES—HOW PAID.]** § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

**217. WHAT A CROSSING WITHIN MEANING OF ACT.]** § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to a switch, spur or side tracks.

#### AUTHORIZING THE SALE AND TRANSFER OF ANY RAILROAD OR RAILROAD AND TOLL BRIDGE IN CERTAIN CASES

AN ACT concerning the rights, powers and duties of certain corporations therein mentioned authorizing the sale and transfer of any railroad, or railroad and toll bridge, and other property, franchises, immunities, rights, powers and privileges connected therewith or in respect thereto, of any corporation of this State, to a corporation of another State, and prescribing the rights, powers, duties and obligations of the purchasing company. [Approved April 21, 1899. In force July 1, 1899. L. 1899, p. 116; Legal News Ed., p. 244.]

**218. WHEN THE CORPORATION OF THIS STATE MAY SELL AND CONVEY, AND SUCH CORPORATION OF ANOTHER STATE MAY PURCHASE, IN FEE SIMPLE, OR OTHERWISE, ETC.]** § 1. *Be it enacted by the People of the State of Illinois represented in the General Assembly:* Whenever a corporation organized under the laws

of another state shall be in possession of a railroad, or railroad and toll bridge, the whole or a part of which is situated in this state, belonging to a corporation organized or existing under the laws of this state, or shall own or control all of the capital stock of such corporation of this state, then the corporation of this state may sell and convey, and such corporation of another state, as above mentioned, may purchase in fee simple or otherwise, all of such railroad and toll bridge, or all of such railroad, or any part thereof, together with all the rights, powers, privileges, franchises, immunities and other property used in connection therewith or pertaining thereto, of the corporation of this state, upon such terms and conditions as may be agreed upon between the board of directors of the respective companies; and thereupon and thereafter the railroad company so purchasing shall hold in fee simple or otherwise, and forever use and enjoy the property so purchased, and may exercise the powers, privileges, immunities and franchises of the corporation whose property is so purchased, and may, when necessary or proper, exercise in the same manner as railroad corporations of this state are authorized to, the power of eminent domain in acquiring lands or property necessary or convenient for the betterment, maintenance, extension or operation of such railroad, and for the construction, use and maintenance of spurs, switches, sidetracks, depots, stations, terminals and other facilities to be used in connection with such railroad: *Provided*, however, said sale and purchase shall be approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective companies becoming parties to such purchase and sale, and such approval may be given at any annual or special meeting upon sixty days' notice being given to all the shareholders of the question to be acted upon, by publication in some newspaper published in the county or counties where the principal office or place of business of the company or companies existing under the laws of this state may be situated or located: *Provided*, further, that the railroad company or corporation which purchases any railroad or railroad and toll bridge in this state, shall operate, such railroad or railroad and toll bridge situated within this state, and hold such property situated within this state, and the franchises so acquired, subject to all the rights, powers, privileges, duties and obligations prescribed by the general railroad laws of this state for the regulation, government, taxation or control of railroads organized, or which may be organized, under the laws of this state: *And, provided*, further, that this act shall not be construed so as to permit any railroad company to purchase any parallel or competing line of railroad in this state.

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Parts of Various Statutes of Illinois of Interest

TO

RAILROAD COMPANIES.

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## FROM VARIOUS STATUTES OF ILLINOIS.

## STREET RAILWAYS OVER BRIDGES.

## § 1. Provides for building of street railways over bridges.

AN ACT to give companies leasing, operating or controlling bridges connecting cities, towns or villages in this State with cities, towns or villages in adjoining states, power to lease, own, construct and operate street railways over such bridge and in adjoining counties, and acquire stock in and guarantee bonds of such street railways.

Section 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That any company owning, [owning] leasing, operating or controlling a bridge connecting any city, town or village in this state with any city, town or village of any adjoining state, may lease, own, construct and operate a street railway over such bridge and in such cities, towns or villages and counties in which same may be situated, and in adjoining counties, and may also acquire and hold stock and guarantee bonds of any company operating such street railway or railways.

APPROVED June 4, 1897.

## SELLING OR FRAUDULENTLY USING PASSES.

## § 1. Unlawful for persons to buy, sell, give or transfer any pass. | § 2. Penalty.

AN ACT to prevent buying, selling or fraudulently using passes upon railroads, steamboats or other public conveyances.

Section 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That it shall not be lawful for any person to buy, sell, give, barter or transfer in any manner any pass which, by conditions expressed thereon, is not transferable, or any form of free transportation which, by conditions expressed thereon, is not transferable, issued or given by any railroad company, steamboat company, or owners of other public conveyance in this state. Nor shall it be lawful for any person to use, or attempt to use, for the purpose of being transported upon any railroad, steamboat or other public conveyance in this state, any pass or any form of free transportation issued in the name of any person other than the one so using, or attempting to use, such pass or form of free transportation.

§ 2. Any person violating any of the provisions of this act shall be deemed guilty of a misdemeanor, and shall be liable to be punished by a fine not exceeding \$100, or by imprisonment not exceeding one year, or either, or both, at the discretion of the court in which such person or persons shall be convicted.

APPROVED June 10, 1897.

AN ACT to provide for the incorporation of cities and villages. [Approved April 10, 1872, in force July 1, 1872. L. 1871-2, p. 218.]

Powers of the city council.

R. S. 1895, Chap. 24, Art. V., Sec. 1. The city council in cities, and president and the board of trustees in villages, shall have the following powers:

*Twenty-fifth*—To provide for and change the location, grade and crossings of any railroad.

*Twenty-sixth*—To require railroad companies to fence their respective railroads, or any portion of the same, and to construct cattle guards, crossings of streets and public roads, and keep the same in repair, within the limits of the corporation. In case any railroad company shall fail to comply with any such ordinance, it shall be liable for all damages the owner of any cattle or horses or other domestic animal may sustain by reason of injuries thereto while on the track of such railroad, in like manner and extent as under the general laws of this state, relative to the fencing of railroads; and actions to recover such damages may be instituted before any justice of the peace or other court of competent jurisdiction.

*Twenty-seventh*—To require railroad companies to keep flagmen at railroad crossings of streets, and provide protection against injury to persons and property in the use of such railroads. To compel such railroads to raise or lower their railroad tracks to conform to any grade which may, at any time, be established by such city, and where such tracks run lengthwise of any such street, alley or highway, to keep their railroad tracks on a level with the street surface, and so that such tracks may be crossed at any place on such street, alley or highway. To compel and require railroad companies to make and keep open and to keep in repair ditches, drains, sewers and culverts along and under their railroad tracks so that filthy or stagnant pools of water can not stand on their grounds or right of way, and so that the natural drainage of adjacent property shall not be impeded.

*Eighty-ninth*—The city council shall have power, by condemnation or otherwise, to extend any street, alley or highway over or across, or to construct any sewer under or through any railroad track, right of way, or land of any railroad company (within the corporate limits); but where no compensation is made to such railroad company, the city shall restore such railroad track, right of way or land to its former state, or in a sufficient manner not to have impaired its usefulness.

*Ninetieth*—The city council or board of trustees shall have no power to grant the use of or the right to lay down any railroad tracks in any street of the city, to any steam, dummy, electric, cable, horse or other railroad company, whether the same shall be incorporated under any general or special law of this state, now or hereafter in force, except upon the petition of the owners of the land representing more than one-half of the frontage of the street, or so much thereof as is sought to be used for railroad purposes, and when the street or part thereof sought to be used shall be more than one mile in extent, no petition of land owners shall be valid unless the same shall be signed by the owners of the land representing more than one-half of the frontage of each mile and of the fraction of a mile, if any, in excess of the whole miles measuring from the initial point named in such petition, of such street or the part thereof sought to be used for railroad purposes.

AN ACT to revise the law in relation to criminal jurisprudence. [Approved March 27, 1874, in force July 1, 1874.]

Railroads to destroy Canada thistles.

R. S. 1895, Chap. 38, Sec. 41. If any company, association or person owning, controlling or operating a railroad shall refuse or neglect to dig up and destroy, or take other certain means of ex-

terminating Canada thistles and other noxious weeds that may at any time be growing upon the right of way or other lands of such roads, or appertaining thereto, they shall be fined for each offense not less than \$50 nor more than \$200; the fine to be paid as in the preceding section. [L. 1869, p. 326, § 1, 2.

§ 77. Whenever any person in the employ of any railroad company, whether such company is incorporated by this or any other state, shall fraudulently neglect to cancel or return to the proper officer, company or agent, any coupon or other railroad ticket or pass, with the intent to permit the same to be used in fraud or injury of any such company, or if any person shall steal or embezzle any such coupon or other railroad ticket or pass, or shall fraudulently stamp, or print, or sign, any such ticket, coupon or pass, or shall fraudulently sell or put in circulation any such ticket, coupon or pass, the person so offending shall be punished by imprisonment in the penitentiary for the term of one year. [L. 1859, p. 154, § 2.

Embezzlement of railroad tickets.

§ 186. Whoever wilfully and maliciously displaces or removes any switch, signal or rail of any railroad, or displaces or removes any signal or signal-light, from any bridge that is built across any navigable stream in this state, or breaks down, rips up, injures or destroys any track, bridge or other portion of any railroad, or places obstructions thereon, or places any false signal upon or along the line of any railroad track, or upon any bridge built across any navigable stream in this state, or does any act to any engine, machine or car of such railroad, with intent that any person or property being or passing on or over such railroad, or over or through or under such bridge built across any navigable stream of this state, should be injured thereby, shall be imprisoned in the penitentiary not less than one year nor more than five years. Or if, in consequence of any such act done with such intent, any person being or passing on or over such railroad, or over, through or under such bridge, built across any navigable stream of this state, suffers any bodily harm, or any property is injured, the person so offending shall be imprisoned in the penitentiary not less than three nor more than ten years, and if, in consequence of any such act, done with such intent, any person is killed, the person so offending shall be deemed guilty of murder and punished accordingly. [As amended by act approved May 31, 1879, in force July 1, 1879. L. 1879, p. 118; L. N. Ed., p. 92. For larceny, etc., of journal bearings, etc., see Railroads and Warehouses, ch. 114, § 200.

Malicious mischief to railroads.

186a. § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That any person who shall maliciously remove any waste or lubricated packing or other material from journal box or boxes of any railway engine, or tender, or any the passenger coach, freight or railway car, owned, used or operated by any railroad company, person, corporation or receiver, upon any railroad in this state, shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine not more than one hundred dollars, or by imprisonment in the county jail for not less than ten nor more than thirty days, or by both such fine and imprisonment. (1)

Penalty for removing lubricated packing.

§ 187. If any two or more persons shall conspire or combine to break down, take up, injure or destroy any railroad bridge, or to burn or destroy any engine, engine house, car house, machine shop, or any other building or machinery necessary to the free use of any railroad, every such person shall be punished by imprisonment in the penitentiary not less than two nor more than five years. [2d L. 1861, p. 8, § 1.

Combining to injure railroads.

- Obstructing train laden with munitions of war, troops, etc. § 188. If any two or more persons shall attempt to prevent the passage of any railroad train, carrying any provisions, troops or munitions of war, for the use or in the employment of this state or of the United States, by any violence or offer of violence, or shall assemble themselves together for that purpose, or if any person shall induce, entice or persuade, or attempt to induce, entice or persuade any other person to do so, such persons, and each of them, shall be imprisoned in the penitentiary not less than one nor more than ten years. [2d L. 1861, p. 8, § 2.]
- Attempting injury to railroads. § 189. Whoever shall maliciously make any attempt, although the same may not succeed, to place obstructions on any railroad track, to burn, blow up, or destroy any railroad bridge, or in any other way prevent the free and safe passage of trains on any railroad, shall be imprisoned in the penitentiary not less than one nor more than two years. [2d L. 1861, p. 8, § 3.]
- Influencing others to injure railroads. § 190. Whoever shall maliciously hire, persuade or induce, attempt to hire, induce or persuade any person to burn or in any way injure or destroy any railroad bridge, to take up, injure or destroy any railroad track, or any machine shops, engine house, car house, engine or car, or other machinery or property necessary for the operation of any railroad, shall be imprisoned in the penitentiary not less than one nor more than ten years. [2d L. 1861, p. 9, § 4.]
- Railroad engineers liable for avoidable injury to animals. § 191. Any engineer or person having charge of or running any railroad engine or locomotive, who shall wilfully or unnecessarily kill, wound or disfigure any horse, cow, mule, hog or other useful animal, shall upon conviction, be fined in a sum not less than the value of the property so killed, wounded or disfigured, and confined in the county jail for a period of not less than ten days; and any such engineer who shall wantonly or unnecessarily blow the engine whistle so as to frighten any team shall be liable to a fine of not less than \$10 nor more than \$50.
- Illegally purchasing or receiving property of railroad company. § 242. If any person shall purchase or receive for sale from any other person any link, pin, bearing, journal or other article of iron, brass or other metal which has been manufactured and is used exclusively for railroad purposes, and which shall have stamped thereon the name of some railroad company or the initial letter thereof without the consent in writing of the president, general manager or general superintendent of such railroad company, such person shall be fined in a sum not less than \$100 nor more than \$500, and be imprisoned not less than ten days nor more than ninety.
- Offense committed on railroad car. § 402. (Div. X, § 11.) When any offense is committed in or upon any railroad car passing over any railroad in this state, or any water-craft navigating any of the waters within this state, and it can not be readily determined in what county the offense was committed, the offense may be charged to have been committed and the offender tried in any of the counties through or along or into which such railroad car or water-craft may pass or come, or can reasonably be determined to have been on or near the day when the offense was committed.

AN ACT to revise the law in relation to plats. [Approved March 21, 1874.]

- Plats to be recorded. R. S. 1895, Chap. 109, § 9. Whenever any highway, road, street, alley, public ground, toll-road, railroad or canal is laid out, located, opened, widened or extended, or the location thereof altered, it shall be the duty of the commissioners, authorities, officers, persons or corporations, public or private, laying out, locating, opening, widening, extending or altering the same, to cause a plat thereof showing the width, courses and extent thereof, and making such reference to known and established corners or monuments that the location thereof may be ascertained, to be made

and recorded in the office of the recorder of the county in which the premises taken or used for the same, or in any part thereof, are situated, within six months after such highway, road, street, alley, public ground, toll-road, railroad or canal is laid out, located, opened, widened or extended, or the location thereof altered; and when any highway, road, street, alley, public ground, toll-road, railroad or canal is vacated, the order, ordinance or other declaration vacating the same shall be in like manner recorded. This act shall not be construed to alter or affect any law specifically providing for the recording of any such plat, or to require the same to be recorded sooner than is so specifically provided; except that any requirements to record such plat in any other place than is provided herein shall not excuse the parties from complying with this act. Whoever shall refuse or neglect to comply with this section shall forfeit \$25, and the like sum for every month he shall continue in such refusal or neglect after conviction thereof, to be recovered before any justice of the peace of the county, in the name of the county, one-half to the use of the county and the other half to the use of the person complaining. [R. S. 1845, p. 487, §. 33.]

AN ACT for the assessment of property and for the levy and collection of taxes. [Approved March 30, 1872. In force July 1, 1872.]

R. S. 1895, Chap. 120, Sec. 40. Every person, company or corporation owning, operating or constructing a railroad in this state, shall return sworn lists or schedules of the taxable property of such railroad, as hereinafter provided. Such property shall be listed and assessed with reference to the amount, kind and value, on the first day of May of the year in which it is listed.

Schedules 1st  
May.

§ 41. They shall, in the month of May of the year 1873, and at the same time in each year thereafter when required, make out and file with the county clerks of the respective counties in which the railroad may be located, a statement or schedule showing the property held for right of way, and the length of the main and all side and second tracks and turnouts in such county, and in each city, town or village in the county, through or into which the road may run, and describing each tract of land, other than a city, town or village lot, through which the road may run, in accordance with the United States surveys, giving the width and length of the strip of land held in each tract, and the number of acres thereof. They shall also state the value of improvements and stations located on the right of way. New companies shall make such statement in May next after the location of their roads. When such statement shall have been once made, it shall not be necessary to report the description as hereinbefore required, unless directed so to do by the county board; but the company shall, during the month of May, annually, report the value of such property, by the description set forth in the next section of this act, and note all additions or changes in such right of way as shall have occurred.

Time of filing  
schedule.  
Form of  
same.

§ 42. Such right of way, including the superstructures of main, side or second track and turnouts, and the stations and improvements of the railroad company on such right of way, shall be held to be real estate, for the purposes of taxation, and denominated "railroad track," and shall be so listed and valued; and shall be described in the assessment thereof as a strip of land extending on each side of such railroad track, and embracing the same, together with all the stations and improvements thereon, commencing at a point where such railroad track crosses the boundary line in entering the county, city, town or village, and extending to the point where such track crosses the boundary line leaving such county, city, town or village, or to the point of termination in the same, as the case may be containing.....

"Railroad  
Track"—De-  
scription of.

- acres, more or less (inserting name of county, township, city, town or village boundary line of same, and number of acres, and length in feet), and when advertised or sold for taxes, no other description shall be necessary. [C., B. & Q. R. R. v. Paddock et al., 75 Ill. 616.]
- How "Railroad Track" listed and assessed.     § 43. The value of the "railroad track" shall be listed, and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track in such county, town, village, district or city bears to the whole length of the road in this state, except the value of the side or second track, and all turnouts, and all station houses, depots, machine shops, or other buildings belonging to the road, which shall be taxed in the county, town, village, district or city in which the same are located.
- "Rolling Stock"—Schedule.     § 44. The movable property belonging to a railroad company shall be held to be personal property, and denominated, for the purpose of taxation, "rolling stock." Every person, company or corporation owning, constructing or operating a railroad in this state, shall, in the month of May, annually, return a list or schedule, which shall contain a correct, detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, express cars, baggage cars, horse cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars, and all other kinds of cars.
- How "rolling stock" listed and taxed.     § 45. The rolling stock shall be listed and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track used or operated in such county, town, village, district or city bears to the whole length of the road used or operated by such person, company or corporation, whether owned or leased by him or them in whole or in part. Said list or schedule shall set forth the number of miles of main track on which said rolling stock is used in the State of Illinois, and the number of miles of main track on which said rolling stock issued elsewhere.
- Personalty and real estate other than "rolling stock" and "railroad track," where listed.     § 46. The tools and materials for repairs, and all other personal property of any railroad except "rolling stock," shall be listed and assessed in the county, town, village, district or city wherever the same may be on the first day of May. All real estate, including the stations and other buildings and structures thereon, other than denominated "railroad track," belonging to any railroad, shall be listed as lands or lots, as the case may be, in the county, town, village, district or city where the same are located.
- How "such other personal and real property to be assessed."     § 47. The county clerk shall return to the assessor of the town or district, as the case may require, a copy of the schedule or list of the real estate (other than "railroad track"), and of the personal property (except "rolling stock") pertaining to the railroad, and such real and personal property shall be assessed by the assessor. Such property shall be treated in all respects, in regard to assessment and equalization, the same as other similar property belonging to individuals, except that it shall be treated as property belonging to railroads, under the terms "lands," "lots" and "personal property."
- Railroad returns to Auditor.     § 48. At the same time that the lists or schedules are hereinbefore required to be returned to the county clerks, the person, company or corporation running, operating or constructing any railroad in this state, shall return to the Auditor of Public Accounts sworn statements or schedules, as follows:

*First*—Of the property denominated "railroad track," giving the length of the main and side and second tracks and turnouts, and showing the proportions in each county, and the total in the state.

*Second*—The “rolling stock,” giving the length of the main track in each county, the total in the state, and the entire length of the road.

*Third*—Showing the number of ties in track per mile, the weight of iron and steel per yard, used in main and side tracks, what joints or chains are used in track, the ballasting of road, whether gravel or dirt, the number and quality of buildings or other structures on “railroad track,” the length of time iron in track has been used, and the length of time the road has been built.

*Fourth*—A statement or schedule showing:

1. The amount of capital stock authorized, and the number of shares into which such capital stock is divided.
2. The amount of capital stock paid up.
3. The market value, or if no market value, then the actual value of the shares of stock.
4. The total amount of all indebtedness, except for current expenses for operating the road.
5. The total listed valuation of all its tangible property in this state.

Such schedule shall be made in conformity to such instructions and forms as may be prescribed by the Auditor of Public Accounts.

§ 49. If any person, company or corporation owning, operating or constructing any railroad, shall neglect to return to the county clerks the statements or schedules required to be returned to them, the property so to be returned and assessed by the assessor shall be listed and assessed as other property.

Neglect to return.

In case of failure to make returns to the auditor, as hereinbefore provided, the auditor, with the assistance of the county clerks and assessors, when he shall require such assistance, shall ascertain the necessary facts and lay the same before the State Board of Equalization. In case of failure to make said statements, either to the county clerk or auditor, such corporation, company or person shall forfeit, as a penalty, not less than \$1,000 nor more than \$10,000 for each offense, to be recovered in any proper form of action, in the name of the People of the State of Illinois, and paid into the state treasury.

§ 50. The auditor shall, annually, on the meeting of the State Board of Equalization, lay before said board the statements and schedules herein required to be returned to him; and said board shall assess such property in the manner hereinafter provided.

Schedules—Board to assess railroad property.

§ 51. The county clerk shall procure, at the expense of the county, a record book, properly ruled and headed, in which to enter the railroad property of all kinds as listed for taxation, and shall enter the valuations as assessed, corrected and equalized in the manner provided by this act; and against such assessed, corrected or equalized valuation, as the case may require, the county clerk shall extend all the taxes thereon for which said property is liable. And at the proper time fixed by this act for delivering tax books to the county collector, the clerk shall attach a warrant, under seal of his office, and deliver said book to the county collector, upon which said county collector is hereby required to collect the taxes therein charged against railroad property and pay over and account for the same in the manner provided in other cases. Said book shall be returned by the collector and be filed in the office of the county clerk for future use.

Railroad tax book — Extending and collecting tax.

Description of platted land. § 52. When any railroad company shall make or record a plat of any contiguous lots or parcels of land belonging to it, the same may be described as designated on such plat.

Board to assess "railroad track" and "rolling stock"—Distribution of values.—Extension of tax. § 109. Said board (State Board of Equalization) shall also assess the railroad property denominated in this act as "railroad track" and "rolling stock;" and said board is hereby given the power and authority, by committee or otherwise, to examine persons and papers. The amount so determined and assessed, shall be certified by the auditor to the county clerks of the proper counties. The county clerk shall in like manner distribute the value, so certified to him by the auditor, to the county and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such "railroad track" and "rolling stock." And said clerk shall extend taxes against such values, the same as against other property in such towns, districts, villages and cities.

Capital stock of railroads and telegraphs.—Distribution of value.—Extension of tax. § 110. The aggregate amount of capital stock of railroad or telegraph companies, assessed by said board shall be distributed proportionately by said board to the several counties in like manner that the property of railroads denominated "railroad track" is distributed. The amount so determined shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall, in like manner, distribute the value, so certified to him by the auditor, to the county and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such capital stock. And said clerk shall extend taxes against such values, the same as against other property in such towns, districts, villages and cities.

A number of dates for the performance of acts under the General Revenue law changed 347. § 53. All lists, schedules, returns and statements heretofore required by law to be made between the first day of May and the first day of July, by the assessors or by the owner of property, or person required by law to list the same shall hereafter be made between the first day of April and the first day of June of each year.

Approved Feb. 25, 1898. Session Laws, 1898.

AN ACT to provide for the organization of road districts, the election and duties of officers therein, and in regard to roads and bridges, in counties not under township organization, and to repeal an act and parts of acts therein named. [Approved May 4, 1887. In force July 1, 1887. L. 1887, p. 266; Legal News Ed., p. 194.

Where road proposed across or alongside railroad—notice. § 113. (R. S. 1895, ch. 121, sec. 239.) In addition to the notices now required by law in proceedings for laying out, locating, or opening of public roads, similar notices shall be served on any railroad company, across or alongside of whose railroad it may be proposed to locate a public road: *Provided*, that this act shall not apply to the proceedings for opening streets in towns or cities.

AN ACT to provide for the sale of personal property by common carriers, warehouse men and inn keepers, and by others having liens thereon. [Title as amended May 13, 1879, in force July 1, 1879. L. 1879, p. 317. Legal News Ed., p. 229.

Sale of unclaimed property. R. S. 1895, Chap. 141, Sec. 1. That whenever any trunk, carpet-bag, valise, bundle, package, or article of property, transported, or coming into the possession of any railroad or express company, or any other common carrier, or inn-keeper or warehouseman, or private warehouse-keeper, in the course of its or his business as common carriers, inn keeper, warehouseman, or private warehouse-keeper, shall remain unclaimed and the legal charges thereon unpaid during the space of six months after its arrival at the point to which it shall have been directed, and the

owner or person to whom the same is consigned can not be found upon diligent inquiry, or, being found and notified of the arrival of such article, shall refuse or neglect to receive the same and pay the legal charges thereon for the space of three months, it shall be lawful for such common carrier, inn-keeper, warehouseman or private warehouse-keeper to sell such article at public auction, after giving the owner or consignee fifteen days' notice of the time and place of sale, through the postoffice, and by advertising in a newspaper published in the county where such sale is made, and out of the proceeds of such sale to pay all legal charges on such articles, and the over-plus, if any, shall be paid to the owner or consignee upon demand. [As amended by act approved June 18, 1883; in force July 1, 1883. L. 1883, p. 175; Legal News Ed., p. 137.]

§ 2. Perishable property which has been transported to destination, and the owner, or consignee, notified of its arrival, or being notified, refuses or neglects to receive the same and pay the legal charges thereon, or if upon diligent inquiry the consignee can not be found, such carrier may, in the exercise of reasonable discretion, sell the same at public or private sale without advertising, and the proceeds, after deducting the freight and charges and expenses of sale, shall be paid to the owner or consignee upon demand.

Perishable  
property.



PARTS OF PROCLAMATIONS BY THE GOVERNOR, RELATING TO THE SHIPMENTS OF LIVE STOCK AND THE RELATIONS OF RAILROAD COMPANIES THERETO, AND PART OF A STATUTE TO PREVENT THE INTRODUCTION OF DANGEROUS INSECTS.

PROCLAMATION

SCHEDULING CERTAIN LOCALITIES ON ACCOUNT OF SPLENIC OR TEXAS FEVER.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT,  
SPRINGFIELD, Dec. 27, 1898.

Pursuant to the terms of an act of the General Assembly entitled "An Act to Revise the Law in Relation to the Suppression and Prevention of the Spread of Contagious and Infectious Diseases Among Domestic Animals," approved June 27, 1885, in force July 1, 1885, as amended by an Act approved and in force April 20, 1887, and an Act approved June 15, 1887, and in force July 1, 1887, and except in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled "An Act to Define the Duties of Railroad, Steamboat, Transportation and Stock Yard companies under proclamation of the Governor scheduling territory on account of Splenic or Texas Fever," approved and in force May 28, 1889.

NOW, THEREFORE, I, JOHN R. TANNER, Governor of the State of Illinois, as provided by Section 4 of above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All that territory lying south of a line beginning on the Pacific Coast at the northwest corner of the State of California; thence running east to the northeast corner of said state; thence running southeasterly along the eastern boundary of said state to the southeast corner thereof; thence along the southern boundary lines of Arizona, New Mexico and Texas to the southwest corner of Pecos County, in the State of Texas; thence following the western boundary of Pecos County to the southeast corner of Reeves County; thence along the boundary line between the counties of Pecos and Reeves to the Pecos River; thence southeasterly, following the Pecos River, to the northwest corner of Crockett County; thence east along the northern boundary lines of Crockett and Schliecher Counties to the southeastern corner of Irion County; thence north along the eastern boundary line of Irion County to the northeast corner of said county; thence north to the southern boundary line of Coke County; thence west to the southwest corner of Coke County; thence north along the western boundary line of Coke County to the southern boundary of Mitchell County; thence east to the southeast corner of Mitchell County; thence north along the eastern boundary line of Mitchell County to the northeast corner of said county; thence east along the southern boundary lines of Fisher and Jones Counties to the southeast corner of Jones County; thence north along the eastern boundary line of Jones County to the northeast corner of said county; thence east along the southern boundary line of Haskell County to the southeast corner of said county; thence north along the western boundary lines of Throckmorton and Baylor Counties to the northwest corner of Baylor County; thence east along the southern boundary line of Wilbarger County to the southeast corner of said county; thence north along the eastern boundary line of Wilbarger County to Red River; thence continuing in a northwesterly direction along the course of said river and the northern boundary line of Texas to the southeast corner of Greer County; thence northerly, following the course of the North Fork of the Red River, to its intersection

with the southern boundary line of Roger Mills County, in the Territory of Oklahoma, along the western boundary line of Apache, Commanche and Kiowa Indian Reservations; thence east along the southern boundary lines of Roger Mills and Washita Counties to the intersection with the boundary line of Wichita Indian Reservation on the Washita River; thence north along the western boundary line of said reservation to its northwest corner at its intersection with the Canadian River in the County of G; thence in a southeasterly direction along the course of said river and the northern boundary of the Wichita Indian Reservation to the northeast corner of said reservation; thence easterly along the southern boundary line of Canadian County to the southeast corner of said county; thence north along the eastern lines of Canadian and Kingfisher Counties to the northeast corner of Kingfisher County; thence east along the southern boundary of O (Garfield) County to the southeast corner of said county; thence north along the eastern boundary line of O (Garfield) County to the northeast corner of said county; thence east along the southern boundary line of K County to the west line of the Ponca Indian Reservation; thence north along the west boundary line of said reservation to the northwest corner of said reservation; thence east along the northern boundary line of the Ponca Indian Reservation to the Arkansas River; thence in a northerly direction, following the course of said river to its intersection with the thirty-seventh parallel of north latitude at the southern boundary line of the State of Kansas; thence running east along the southern boundary line of the State of Kansas to its intersection with the western boundary line of the State of Missouri; thence south along the western boundary line of the State of Missouri to the southwest corner of said state; thence east along the southern boundary line of the State of Missouri to the northwest corner of Dunklin County in said state; thence southerly along the western boundary line of Dunklin County to the southwest corner thereof; thence easterly along the southern boundary line of the State of Missouri; thence southerly along the east bank of the Mississippi River to the northwest corner of Tipton County, in the State of Tennessee; thence easterly along the northern boundary line of Tipton County to northeast corner of said county; thence northerly and easterly along the western and northern boundary lines of Haywood County to the northeast corner of said county; thence easterly along the northern boundary lines of Madison, Henderson and Decatur counties to the northeast corner of Decatur; thence south along the eastern boundary line of Decatur County to the northwest corner of Wayne County; thence easterly along the northern boundary lines of Wayne and Lawrence Counties to the northwest corner of Giles County; thence south along the western boundary line of Giles County to the southwest corner thereof; thence easterly along the southern boundary line of Giles County to the southeast corner thereof; thence north along the eastern boundary of Giles County to the northeast corner thereof; thence easterly along the northern boundary lines of Lincoln and Moore Counties to the northwest corner of Moore County; thence north along the western boundary lines of Coffee and Cannon Counties to the northwest corner of Cannon County; thence easterly to the northeast corner of Cannon county; thence south to the intersection of the eastern boundary line of Cannon county, with the boundary line of Warren County; thence easterly and northerly along the northern boundary lines of Warren, White and Cumberland Counties to the northeast corner of Cumberland County; thence southerly along the eastern boundary lines of Cumberland, Rhea and James Counties to the northwest corner of Bradley County; thence northerly and southeasterly along the northern boundary lines of Bradley and Polk Counties to the northeast corner of Polk county; thence south along the eastern boundary line of Polk County to the southeast corner thereof at the southwestern corner of North Carolina; thence east along the southern boundary lines of the Counties of Cherokee, Clay, Macon, Jackson and Transylvania, in the State of North Carolina, to the southeast corner of Transylvania; thence northwesterly along the eastern boundary line of Transylvania County to the southwest corner of Buncombe County; thence easterly along the southern boundary line of Buncombe County to the summit of the Blue Ridge Mountains; thence in a northeasterly direction following the said mountains, to their intersection with the northern boundary line of the State of North Carolina; thence northeasterly, following the summit of the Blue Ridge Mountains, to the Blackwater River in the State of Virginia;

thence easterly along the course of said river through Franklin County to its intersection with the Staunton River on the eastern boundary of Franklin County; thence northeasterly along the east boundary line of Bedford County to its intersection with the James River; thence, following the James River, to the southeastern corner of Charles City County; thence northerly and easterly along the western and northern boundaries of James City, Gloucester and Matthews Counties to Chesapeake Bay; thence south to the northern boundary line of Elizabeth City County; thence westerly and northerly along the boundary lines of Elizabeth City and Warwick Counties to the James River; thence southeasterly along the course of the said river to the northwest corner of Norfolk County; thence south along the western boundary of said county to its intersection with the northern boundary of North Carolina; thence east along the southern boundaries of Norfolk and Princess Anne Counties to the Atlantic Ocean.

And prohibit the importation of cattle from the above described territory into the State of Illinois from the first day of January to the first day of November of each year, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me, as follows:

Regulations prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of cattle into this State from localities scheduled by the Governor's proclamation with reference to Splenic or Texas Fever.

First—All railroad, steamboat and transportation companies in this State transporting such cattle into or through the State, or that shall receive or ship such cattle that have, prior to such shipment, been shipped or driven out of such scheduled territory to the point where they are received by such railroad, steamboat or transportation company for transportation into or through the State, shall, by their way-bill or bill of lading, state explicitly the point from whence said cattle were originally shipped or derived, and shall stamp thereon in large letters the words, "From the Scheduled District."

Second—All railroad, steamboat and transportation companies that shall so receive and ship such cattle shall, immediately after said cattle are unloaded, and before the said cars are used for any other purpose, cleanse and disinfect such cars or quarters in which the same are shipped, after first removing all manure and litter thoroughly from the floor and sides of the cars, inside and out, at places inaccessible to animals of the bovine species.

Third—All railroad, steamboat and transportation companies that shall hereafter unload any such cattle in any yards along the lines of their said roads or routes of travel, shall unload such cattle only in pens set apart especially for such cattle, and shall allow no other cattle to enter into or be placed in such pens.

Fourth—All stock yard companies in the State of Illinois receiving cattle shall set apart certain portions of their yards for the cattle described in the Governor's proclamation, and shall conspicuously mark the same, and shall provide separate chutes, alleys and scales for such cattle; and where the way-bills or bills of lading of all the railroads delivering the same show that they are the kind of cattle before described, they shall be placed in that portion of the yards set apart for such cattle, and in no case shall such cattle be unloaded by any railroad, steamboat or transportation company in yards or pens other than those set apart for the exclusive receiving and yarding of such cattle.

Fifth—All stock yard companies in the State of Illinois receiving cattle from the scheduled district shall yard such cattle only in pens set apart for their exclusive use, and shall not permit the driving of such cattle through any alleys or over any scales other than those exclusively set apart for that purpose; and said stock yard companies shall not permit any cattle that have been imported from the scheduled district to leave the yard to be driven into, upon, over or across any public street, highway, alley or common.

Sixth—Cattle may be imported from the scheduled district when they are destined for immediate slaughter in this State, in which case such cattle shall not be driven over any public highway or common.

Seventh—Cattle from the scheduled district may, while in transit through this State, be unloaded for the necessary time required for feeding and watering, only in pens and feed yards set apart for the exclusive use of such cattle.

Eighth—In case any person is desirous of purchasing cattle from the scheduled district for the purpose of feeding and grazing within this State, such person shall make application to this board for permission to do so, and in the event of the permit being issued, the cattle on their arrival and the pasture or premises to be occupied by them, shall be placed in quarantine at the owner's expense, under such rules and regulations as shall be prescribed by the board.

Ninth—Any cattle shipped into this State that shall be found infested with Southern Cattle Ticks (*boophilus bovis*) shall be deemed and considered to have originated and been shipped from the district scheduled by the Governor, and shall be yarded and treated as Southern cattle.

Tenth—Cattle from the Scheduled District may be admitted into this State during any time of the year when accompanied by a certificate signed by a duly authorized and designated Inspector of the Bureau of Animal Industry, or a duly designated officer or agent of this board, stating that they have been dipped in accordance with the formula prescribed by the Bureau of Animal Industry, number of cattle, name of consignee, point of destination and route of shipment; and railroad and transportation companies may receive and transport such dipped cattle into this State from points without this State, or from stock yards within this State where dipping vats shall be established, when destined to points within this State, when such shipments are accompanied by such aforesaid certificates of such dipping. When the shipment of such dipped cattle originates outside of this State, the aforesaid dipping certificate shall be attached to the memorandum bill accompanying the shipment, and shall be delivered to all connecting lines receiving such cattle en route. The railroad company within the State of Illinois that shall receive and deliver such cattle to their final destination shall, immediately upon receiving such certificate, forward the same to the Secretary of the State Board of Live Stock Commissioners at Springfield, Illinois.

Eleventh—All cattle coming into this State in violation of any of the foregoing rules shall be liable to quarantine at the expense of the owner or consignee, and be disposed of in accordance with the law.

This proclamation to go into effect and be in force from and after January 1, 1899.

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## PROCLAMATION.

SCHEDULING LOCALITIES AND TERRITORY ON ACCOUNT OF TUBERCULOSIS  
AMONG DAIRY AND BREEDING CATTLE.

STATE OF ILLINOIS, EXECUTIVE DEPARTMENT.  
SPRINGFIELD, June 13, 1899.

Pursuant to the terms of an act of the General Assembly entitled "An Act to Revise the Law in Relation to the Suppression and Prevention of the Spread of Contagious and Infectious Diseases among Domestic Animals," approved June 27, 1885, in force July 1, 1885, as amended by an Act approved and in force April 20, 1887, and an Act approved June 15, 1887, and in force July 1, 1887,

NOW, THEREFORE, I, JOHN R. TANNER, Governor of the State of Illinois, as provided by section 4 of the above entitled act, do hereby make proclamation of the foregoing facts, and schedule the following territory, to-wit:

All of the states and territory of the United States, other than the State of Illinois, and all foreign countries.

And prohibit the importation of dairy or breeding cattle (cows, calves or bulls, used or intended to be used for dairy or breeding purposes) from the above described territory into the State of Illinois, except under the regulations hereto attached and made a part hereof, that have been prescribed by the State Board of Live Stock Commissioners and approved by me.

#### RULES AND REGULATIONS

Prescribed by the State Board of Live Stock Commissioners of Illinois, governing the importation of dairy and breeding cattle into this State from states and territory scheduled or to be scheduled by the Governor's proclamation with reference to tuberculosis among cattle.

RULE 1. Any shipper or owner of dairy or breeding cattle in states or territory scheduled or to be scheduled by the Governor on account of tuberculosis among cattle, desiring to ship such cattle into the State of Illinois, must, before offering the same for shipment to any railroad or transportation company—which is meant to include boats, ferries and bridges—or before driving the same into this State, have such cattle tested with tuberculin by a veterinarian recognized by the sanitary authorities of the state in which such owner or shipper resides, and authorized by such authorities to make such tests.

#### AMENDMENT

To the rules and regulations prescribed by the State Board of Live Stock Commissioners of Illinois governing the importation of dairy and breeding cattle into the State of Illinois from other states and territories and incorporated in the Governor's proclamation with reference to tuberculosis among cattle of date June 13, 1899.

RULE 2, of said proclamation, is revised to read as follows:

RULE 2. Before any such cattle destined for shipment as aforesaid are offered to any railroad company for such shipment, or are driven into the State of Illinois, they must be tested with tuberculin by a veterinary inspector duly authorized by the State Veterinary Sanitary authorities of the state from which such cattle are to be shipped or driven, who has been accepted by the State Board of Live Stock Commissioners of Illinois to make such tests in accordance with the rules of said board. On the completion of said test, said veterinary inspector shall make out a statement of the temperatures in duplicate of such cattle as shall not show a reaction to the tuberculin test to exceed 1.5 degrees in excess of the highest temperature taken before injecting with tuberculin, filling out properly all blanks therein, he shall certify such statement and when the owner of the cattle shall have made the affidavit on the back thereof that the animals to be shipped are the identical animals referred to in the certificate, said veterinary inspector shall deliver the original copy of said certificate to said owner and shall mail the duplicate copy thereof to the Secretary of the State Board of Live Stock Commissioners at Springfield, Illinois. The shipper may then immediately ship such certified cattle, by presenting the original copy of certificate to the railroad company, to be attached to way-bill, memorandum bill, or bill of lading accompanying the shipment. (Note—Blanks will be furnished on application to the Secretary of the State Board of Live Stock Commissioners, Springfield, Illinois.)

RULE 3. In conducting such tuberculin test, the veterinarian shall take at least four preliminary temperatures at intervals of two hours, during the day of the evening of injecting, and at least five temperatures at intervals of two hours, commencing ten hours after injection.

RULE 4. No shipment of dairy or breeding cattle destined to any point in the State of Illinois, from states and territory described and designated in the proclamation of the Governor aforesaid, shall be received by any railroad or transportation company doing business in the State of Illinois, from the original shipper, or from any connecting railroad or transportation company, unless the same be accompanied by the certificate designated in Rule 2, properly endorsed as provided therein; such certificate to be attached to the waybill, memorandum bill or bill of lading accompanying the shipment, and to be delivered with said bill to the consignee.

RULE 5. Any dairy or breeding cattle (cows, bulls or calves), shipped or driven into the State of Illinois from other states and territory designated and described in the Governor's proclamation aforesaid, without being accompanied by the certificate aforesaid, properly endorsed, will, upon discovery, be placed in quarantine until tested with tuberculin by a veterinarian designated by this board, which test shall be made at the expense of the owner; and any cattle that shall react to such test and be condemned, will be destroyed without compensation to the owner.

This proclamation to go into effect and be in force from and after the first day of July, A. D. 1899.

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AN ACT to prevent the introduction and spread in Illinois of the San Jose scale and other dangerous insects and contagious diseases of fruits. [Approved April 11, 1899. Session Laws 1899, p. 49.]

§ 3. Whenever any trees, shrubs, plants or vines are shipped into the State from another state, country or province, every package thereof shall be plainly labeled on the outside with the name of the consigner, the name of the consignee, and a certificate showing that the contents have been inspected by a State or Government officer, and that the trees, vines, shrubs or plants therein contained appear free from all dangerous insects or diseases. Whenever any trees, shrubs, vines or plants are shipped into this State without such certificate plainly fixed on the outside of the package, box or car containing the same, the fact must be reported within twenty-four hours to the State Entomologist by the railway, express or steamboat company, or other person or persons carrying the same, and it shall be unlawful to deliver any such property until it has been inspected by the State Entomologist or his assistants and by him or them certified to be free from dangerous insects or contagious diseases. Any agent of any railway, steamboat or express company, or other person or persons carrying such property as aforesaid who shall fail to give such notice as above required shall be deemed guilty of a violation of this act. When nursery stock is shipped into this State accompanied by a certificate, as herein provided, it shall be held *prima facie* evidence of the facts therein stated, but the State Entomologist, by himself or his assistants, when they have reason to believe that any such stock is infested with dangerous insects or infected with contagious diseases, shall be authorized to inspect the same and subject it to like treatment as provided in section 2 of this act.

§ 4. Any person violating or neglecting to carry out the provisions of this act, or offering any hindrance to the carrying out of this act, shall be adjudged guilty of a misdemeanor and upon conviction before a justice of the peace shall be fined not less than ten dollars and not more than one hundred dollars for each and every offense, together with all the costs of the prosecution, and shall stand committed until the same is paid. It shall be the duty of the State's Attorney to prosecute all violations of this act, and all amounts so recovered shall be paid over to the treasurer of the State.

§ 7. Whereas an emergency exists, therefore this act shall take effect and be in force from and after its passage.

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RULES OF PRACTICE

IN

All Cases and Proceedings Before the Commission.

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*Adopted by the Railroad and Warehouse Commission of Illinois, May 4, 1897.*

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IN FORCE FROM AND AFTER JUNE 1, 1897.

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## RULES OF PRACTICE.

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### 1.

#### REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

### 2.

#### SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interest requires it.

### 3.

#### MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

### 4.

#### COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent or corporation, society or organization, or other body making the complaint, who must be a party in interest, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

## 5.

## SERVICE OF PETITION.

The Commission will cause a copy of the petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail in its discretion, upon each carrier complained against.

## 6.

## ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission, at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

## 7.

## SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

## 8.

## AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

## 9.

## EXTENSION OF TIME.

Extension of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

## 10.

## STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion hereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

## 11.

## HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

## 12.

## WITNESSES AND SUBPŒNAS.

Subpœnas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpœnas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said application show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

## 13.

## PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit for the consideration of the Commission, proposed findings, embracing the material facts and propositions of law claimed to be established by the evidence.

## 14.

## PRINTING OF PLEADINGS.

For convenience in reading and filing it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

## 15.

## COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the Commission shall prescribe. Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

## 16.

## ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

## 17.

## QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules of said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

## 18.

## MANNER OF CONDUCTING CASES.

In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common law rules of evidence, and each party will be fully heard in argument upon all points of the case by the counsel or other representatives.

## 19.

## PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable.

## FORMS.

*No. 1.—Complaint Against Carriers.*

A. B.  
*vs.*  
 The.....Railroad Co. } ss.

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of).

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the commission will make such order in the premises as may seem meet.

Dated at ....., Illinois,.....day of.....A. D....

A. B.

*Complainant's Signature.*

STATE OF ILLINOIS, } ss.  
 .....County. }

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this.....day of.....A. D. 19....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

## FORMS.

*No. 2.—Answer.*

The.....Railroad Co. } ss.  
*ats.*  
 A. B. }

The above named defendant for answer to the complainant in his proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

The.....Railroad Co.

By E. F. (Title of Officer.)

STATE OF....., } ss.  
 County of..... }

E. F. being duly sworn, says that he is the.....of the.....Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this.....day of.....A. D. 19....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

## RULES OF PRACTICE IN CROSSING AND INTERLOCKING CASES.

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### I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or legal holiday, then the meeting shall be held upon the day following.

### II.

If no quorum of the commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearing shall be proceeded with in the same manner as they would had a quorum been present on the day named in the rules for said meeting. When the secretary shall be aware in advance that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

### III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the letter shall not be taken as a failure of notice.

### IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

## V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

## VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

## VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the Commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

## VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

## IX.

Every case which may for any reason remain on the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary shall enter an order to that effect, in such case, without specific action or instructions by the Commission.

## X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpoenas for witness in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

## XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

in the county of . . . . ., in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of rail-

roads," etc.; and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on..... the..... day of..... 19.... at 9 o'clock a. m., at which time and place the said Commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices, and in case the said companies are unable to agree, to prescribe if the public good is deemed to require it, what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the Commission upon all the matters involved in said petition.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness..... Secretary of said Commission, and  
the seal thereof, at Springfield Illinois, this.....  
day of..... A. D. 189....

.....  
*Secretary.*

#### XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the..... Rail..... Company:

WHEREAS, Facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the..... Rail..... Company and the..... Rail..... Company, situated.....

..... in the county of..... in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly entitled, "An act to protect persons and property from danger at the crossing and junctions of railroad," etc., approved June 2, 1891.

Now, therefore, you, the said..... Rail..... Company, impleaded herein with the said..... Rail..... Company, are hereby notified and cited to come before the said Railroad and Warehouse Commission at..... on the..... day of....., 19...., at the hour of..... o'clock..... m., then and there to show cause why you should not be required to unite with said..... Rail..... Company in providing said crossing with such safety appliances, devices and machinery, as may, in the judgment of said Commission, after full hearing, be thought requisite for the proper protection thereof; and said Commission, in case the protection of said crossing is, after hearing, deemed necessary, will also, unless the companies agree thereon, prescribe and order proper devices, machinery and appliances for the protection of said crossing, and also fix the proportion of cost each company concerned shall pay for the construction, maintenance and operation thereof; upon all which matters you will, through your proper officer or counsel, be fully heard at the time and place specified, if you see fit to appear.

Witness..... Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of..... A. D. 19....

.....  
*Secretary.*

## XV.

The form of notification to be given in cases arising under the act of 1889, concerning crossings, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the.....Rail.....Company:

You are hereby notified that on the.....day of.....19..... the.....Rail.....Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois, a petition praying the Commission for leave to cross with its tracks the main line of your railroad at.....in the county of....., in the State of Illinois, in pursuance of an act of the General Assembly, approved May 28, 1889, entitled, "An act in relation to the crossing of one railroad by another, and to prevent danger to life and property from grade crossings;" and you are further notified that under the rules of said Commission, the said petition will stand for hearing at the office of said Commission, in the State House, in the city of Springfield, Illinois, on.....the.....day of....., 19....., at 9 o'clock a. m., at which time and place you can appear through your proper officers or counsel and be heard upon the question involved in said petition, if you see fit to do so.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness.....Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of.....A. D. 189....

.....  
*Secretary.*

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# INTERLOCKING DEVICES.

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*Statutory Provisions and Rules Governing Same.*

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## STATUTORY PROVISIONS.

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Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

AN ACT in regard to dangers incident to railroad crossings on the same level.

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery, to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over such crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.]

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, cost and expenses to arise under said application, to be paid by the railway company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

## ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossing with interlocking and other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of said crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing as described in section one of this act, is dangerous to the public, or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said Commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested can not agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking and other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time, and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected

the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

*(For rules governing the construction of interlocking devices, see next page.)*

## RULES GOVERNING THE INSTALLATION OF INTER-LOCKING DEVICES.

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking:

INFORMATION TO BE FILED WITH THE SECRETARY OF THE COM-  
MISSION WITH PETITION FOR APPROVAL OF ANY PLAN, AND  
FOR INSPECTION OF ANY INTERLOCKING SYSTEM.

### I.

Request for  
approval of  
plan.

Prior to the commencement of the erection of an interlocking system, there should be filed with the Secretary of the Commission, for approval of or amendment by the Consulting Engineer, a complete plan in duplicate showing the location of all main tracks, sidings, switches, cross overs, spur tracks, buildings and other obstructions to the view, at or in the vicinity of the crossing or junction to be protected; also showing the proposed location of all switch points, signals, locks, detector bars, tower, etc.,—the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of no less than fifty feet nor more than one hundred feet to one inch.

The grade of each track per one hundred feet must be shown on the said plan, also the direction in which trains are moved thereon. All tracks must be marked "main," "side," "transfer," etc., according to use.

At each switch, derail, signal, detector bar, lock, etc., shown on the said plan there must be marked the number of the lever to operate the same.

### II.

Plan of com-  
pleted sys-  
tem.

A petition for inspection of any interlocking system filed as provided in the acts of 1887 and 1891, must be accompanied by a plan similar to that described in Article I, with all corrections made thereon that may be necessary to show the interlocking system as completed.

## III.

A complete diagram of locking must be furnished with petition for inspection of any interlocking system. This diagram must correspond with the arrangement of locking dogs as finally located and fixed.

Diagram of locking.

## IV.

A manipulation sheet showing the combination necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection.

Manipulation sheet.

## V.

Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking system of unusual complicity, a copy of such instructions should be furnished with the petition for inspection.

Copy of rules.

# IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

## VI.

It being desirable that a uniform system of signals should be used at all interlocking systems, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravity in case the connections between the operating lever and the signal are broken. All signals must be provided with a lamp, showing front lens properly focused, and a back light, except as herein after provided.

Style of signals.

## VII.

The home signal should, when practicable, be located on the engineman's side of the track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the train movements governed by the home signal, the signal must be locked in a horizontal position, showing red, or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more, from the horizontal, showing a white, or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking systems the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines.

Home Signal.

## VIII.

**Distant signals.** The distant signal should be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of a semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

## IX.

**Switch indicators.** Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch.

## X.

**Dwarf signal.** Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. They should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movements become necessary, and where necessary in yards.

## XI.

**Bracket posts.** Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the posts on the bracket to correspond to the position of the track on which movements are to be governed.

## XII.

**General arrangement of signals.** The signalman in the tower should be able to see the arms and the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower no back lights will be required. If from any unavoidable cause the arm or light of any signal can not be seen by the signalman, a repeater or indicator should be provided in the signal tower.

## XIII.

**Fixed lights in tower.** The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

## XIV.

**Derails in high speed tracks.** Where the grade is practicably level or ascending toward the crossing the derailing points on high speed main line tracks must, in every case, be located at least three hundred (300) feet in advance of the crossing which it is intended to protect, and, when in the opinion of the consulting engineer of the Commission it is desirable and practicable, the derail on such tracks should be at least four hundred (400) feet in advance of the crossing.

In case of a descending grade toward the crossing the derailing point must be located at such a distance from the crossing as to give the same measure of protection that is required for level approach.

Where a single main high speed track crosses another railroad at grade, and trains are moved in both directions on such single track, then derails must be provided therein on both sides of the crossing in accordance with the foregoing requirements.

Guard rails will be required in interlocking systems hereafter constructed wherever the consulting engineer shall deem them necessary. Guard rails.

#### XV.

On secondary tracks, such as switching, drilling, storage and low speed tracks, the derail point should be located so as to give the same measure of safety required for high speed tracks. Derail points on secondary tracks.

#### XVI.

When the crossing is made by a switching, drilling, storage or low speed track with a high speed track on which trains are moved in both directions the derail on the high speed track should be located on each side of the crossing, and at the distance therefrom indicated in article XIV. A derail should be located on the secondary tracks on each side of the crossing, according to the requirements of article XV. Derail for main track crossing secondary track.

#### XVII.

In case two or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of the derail in advance of the crossing should be governed by the kind of traffic upon such tracks, provided that the same measure of safety is secured at such crossings as is required for the protection at crossings of high speed tracks. Derails on secondary track.

#### XVIII.

In case a spur, siding or switch track connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing requirements. Derails on spur tracks or sidings.

#### XIX.

In case of double track crossings where trains are moved on each track, as a rule, in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The back-up derail should be placed not less than one hundred and fifty (150) feet nor more than three hundred (300) feet from the crossing. Derails on double track — back-up derails.

#### XX.

In mechanical interlocking plants all derails and point switches whether facing or trailing, must be worked either by iron or steel pipe not less than one inch in diameter. Derails — how worked.

#### XXI.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails or by double pointed switch and lock movement of approved pattern. Locks for derails, slip switches and movable point frogs.

Where the double pointed switch and lock movement is used on high speed main tracks it must be in connection with a bolt lock operated with the home signal, which indicates the position of the facing point.

## XXII.

Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track. All ties to which lock movements or switch and lock movements are fastened, should be firmly strapped to adjacent ties.

Switch movements.

## XXIII.

All derails, facing point switches, skotch blocks, torpedo signals or other fixtures used in either changing the route or impeding the progress of trains shall be protected by detector bars. These detector bars must be at least fifty (50) feet in length. The first interval of the movement of the switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must advance the detector bar to its normal position—level with the rail. If the detector bar is not worked on the switch lever it must be actuated before the switch is moved in either direction.

Detector bars

## XXIV.

When, in the opinion of the consulting engineer of the commission it is practicable, detector bars or electric locking will be required at each crossing. Crossing bars should be interlocked with the movement that operates the derails to insure a clear crossing before an opposing route can be set or signal be given.

Detector bar at crossings

## XXV.

In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center. So far as may be practicable and consistent with a simplified lead-out, the levers, especially in large machines, should be so arranged that those used in any route combination shall be near together, preference being given to combinations most often set up. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue, switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, yellow.

Arrangement of levers in mechanical machine.

## XXVI.

The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

Preliminary locking.

## XXVII.

Locking of levers. The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: *Provided, however*, that the preliminary act of reversing any lever shall lock all signal levers controlling opposing routes. The arrangement of locking must be such as to make it impossible for the signalman to lower the signal for the approach of the train until he has first set the points in the proper position for it to pass over the route governed by such signal. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

## XXVIII.

Signal towers. Signal towers should be so placed and of such height as to afford the best possible view of the signals and other parts of the interlocking system.

## XXIX.

Automatic compensators. Each line of pipe operating points must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures.

## XXX.

Foundation of pipe compensators and cranks. All pipe compensators and cranks must be fixed on suitable foundations.

## XXXI.

General requirements. In case there are cross-overs, turn-outs or other connecting tracks involved in the general system upon which the movement of cars and trains present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, *it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing.* The material and workmanship must be in all respects first-class, and the entire system must be constructed in accordance with the best practice in signaling, and as a whole must, when completed, secure protection at every point within its limits, and be in every way suitable and sufficient for the purpose.

## XXXII.

System to be complete when inspection is requested. Inspection for issue of permit will not be made until the entire system is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for the crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission.

## XXXIII.

In case any company desires to make any change in the mechanical construction, arrangement or location of any interlocking system or machine now or hereafter operated under permit of the Railroad and Warehouse Commission, or any of the parts of such system, a new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such system as changed or amended, and any such change made without a new permit first being procured in pursuance of this rule, or any change made by any company in the manner of moving cars and engines within the limits of the interlocking system not contemplated by the commission when the permit was issued, will be deemed *ipso facto* to work a forfeiture of the permit.

Changes in system after permit is issued.

## XXXIV.

Blank forms for monthly reports of inspection and maintenance will be supplied to each railroad company having interlocking equipment in operation under authority from the Commission, and on the first day of each month it shall be the duty of the proper officer of each company to answer thereon as fully as practicable, and separately for each interlocking system or device, the questions set forth, and promptly forward the same to the consulting engineer of the Commission at Springfield.

Monthly reports of the general condition, etc., of each interlocking system.

In the event of a disagreement in the reports submitted for any interlocking system or device, and where such disagreement calls in question the safe operation thereof, it shall be the duty of the consulting engineer to examine such system or device and report its condition to the Commission.

Approved and adopted by the Railroad and Warehouse Commission September 8, 1897.

WILLIAM KILPATRICK, *Secretary*.

FRANK G. EWALD, *Consulting Engineer*.



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